

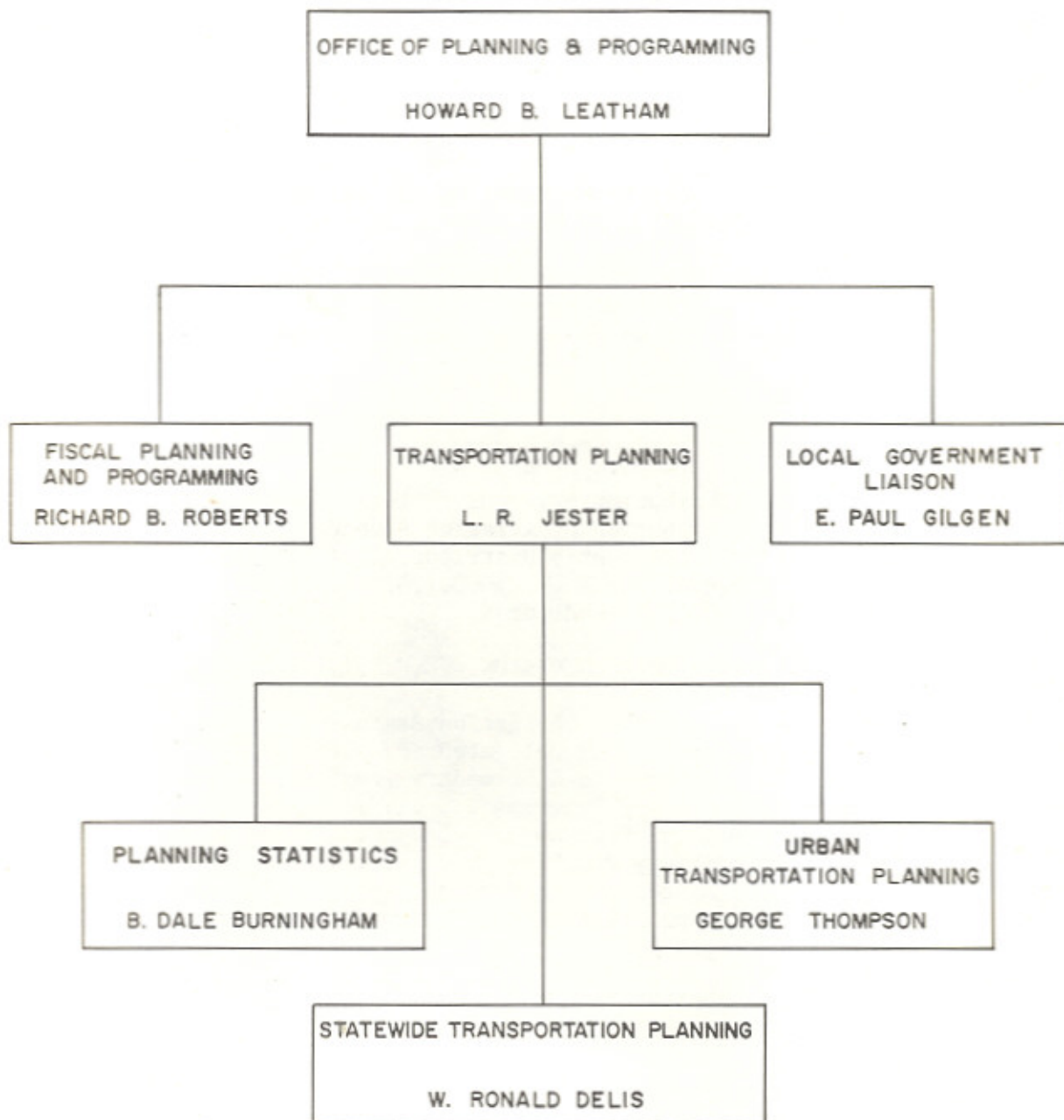
UTAH DEPARTMENT OF TRANSPORTATION

ANNUAL PLAN REPORT
PLANNING AND PROGRAMMING

OCTOBER 1977

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APPENDIX	
Status of the County Federal-Aid Secondary Program	Pink
Status of the Urban System Program	Gold
Status of the Collector Road Program	Green
Collector Road Allocations 1976.	Blue
"B" and "C" Road Allocations 1976.	White



STATISTICAL SUMMARY

Transportation Systems

As illustrated by Figure I, the majority of travel in 1976 continued to be on the State Highway System with 72 percent of the travel on eleven percent of the road mileage. Vehicle miles of travel (VMT) in the state increased by 6 percent from 8,104 million vehicle miles of travel to 8,592 million. The proportion of total VMT on highways under the respective political jurisdictions remained constant between 1975 and 1976. State highways carried 72 percent of the total VMT, city streets 15 percent, county roads 11 percent, and other road mileage accommodated 2 percent. During 1976, mileage on the State Highway System increased by 52 miles, county road mileage increased by 120 miles, city mileage increased by 73 miles. Other road mileage which includes federal service roads in Bureau of Land Management areas, National Forest areas, and National Parks, was reported by these Federal agencies to have declined in 1976 a total of 596 miles. Consequently, in 1976 a net decrease in road mileage of 351 miles was reported.

Growth patterns of the various categories of roads comprising the State Highway Systems are shown in Figure II. The large reduction in Federal and Secondary mileage is the result of a recently completed functional classification study. Based on results of this study several roads classified as secondary have been reclassified as federal-aid primary.

In connection with the volume of travel on a highway system is the type of roadway surface needed to provide an adequate level of service. As illustrated by Figures IV & V, State System roads are 94.3 percent bituminous or higher grade surface whereas 41% of the total state, city, and county roads are bituminous or higher grade.

Accidents in 1976 were down six percent from the previous year. Conversely injuries were up, deaths were down, and deaths per 100 million vehicle miles of travel were down. These contradicting statistics are within the range of random variance and over a longer period of time would show a more direct relationship. Factors to be considered in the reduction of deaths are seat belts and faster, better medical service. The reduction in deaths per vehicle mile of travel is attributed to increased travel on the Interstate System, which by all measurements is a safer, more efficient transportation facility than conventional streets.

Unfortunately, through September of 1977, deaths from accidents were up 34 percent from the same nine month period in 1976. Several factors contribute to this increase such as higher speeds, increase traffic including trucks, and the gaps in the Interstate System. UDOT officials are extremely cognizant of this latter factor and are investigating various methods of obtaining the funds needed to accelerate completion of the Interstate System. The Governor has suggested bonding as a method of generating additional funds, a second alternative has been outlined by the U.S. Secretary of Transportation. Since other states are experiencing the same problem as Utah, Congress directed the Secretary to make a report to Congress presenting "Financing Alternatives of Accelerated Interstate Highway System Completion". Under the alternative in

the Secretary's report which is most favorable to Utah, apportionments would be made on a formula based on 60% of the cost of completing Interstate gaps and 40% on the total cost of the system. This formula would provide Utah about \$23 million a year more than the present apportionment and the completion of the Interstate could be accomplished in 1986 rather than 1990.

In 1976 as the State's economy continued its strong growth trend, travel characteristics also reflected substantial growth. As shown by Figure III, motor vehicle registrations increased by three percent, licensed drivers increased by four percent, and travel increased by six percent.

As illustrated by Figure VI, motor fuel and special fuel consumption increased substantially in Fiscal Year 1977. Motor fuel consumption increased by five percent from the previous fiscal year, and special fuel increased ten percent. However, taxable gallons of aviation fuel consumed in Utah remained at about the same level as the previous year. Consumption in Fiscal Year 1976 was 44.7 million gallons and in Fiscal Year 1977 consumption was 44.4 million gallons. However, it should be noted that aviation fuel used in interstate commercial flights are exempt from the four cent state tax due to the interstate commerce provision. State law stipulates that any motor fuels brought into the state and sold as purely interstate commerce sales are exempt from the state's fuel taxes. Consequently, the growth pattern of taxable aviation fuel does not properly reflect the growth of aviation activities in the state. Revenue generated by both motorists and aeronautical activities are discussed in the financial section of this report.

Figure I

COMPARISON BETWEEN USEAGE AND MILEAGE

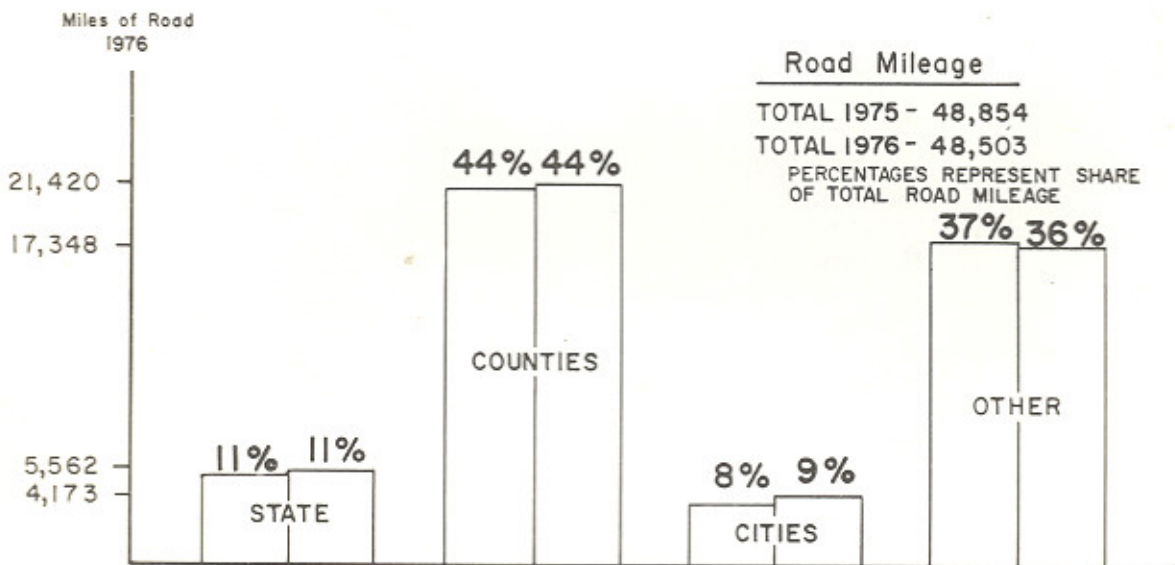
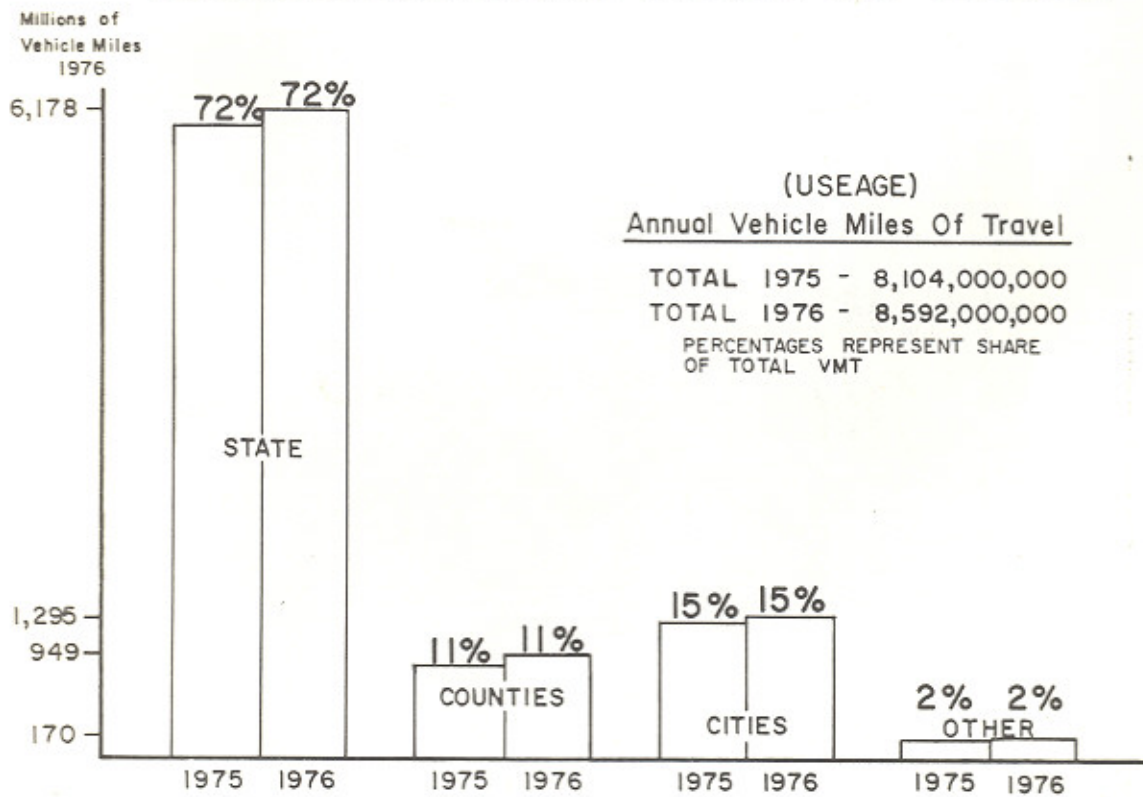
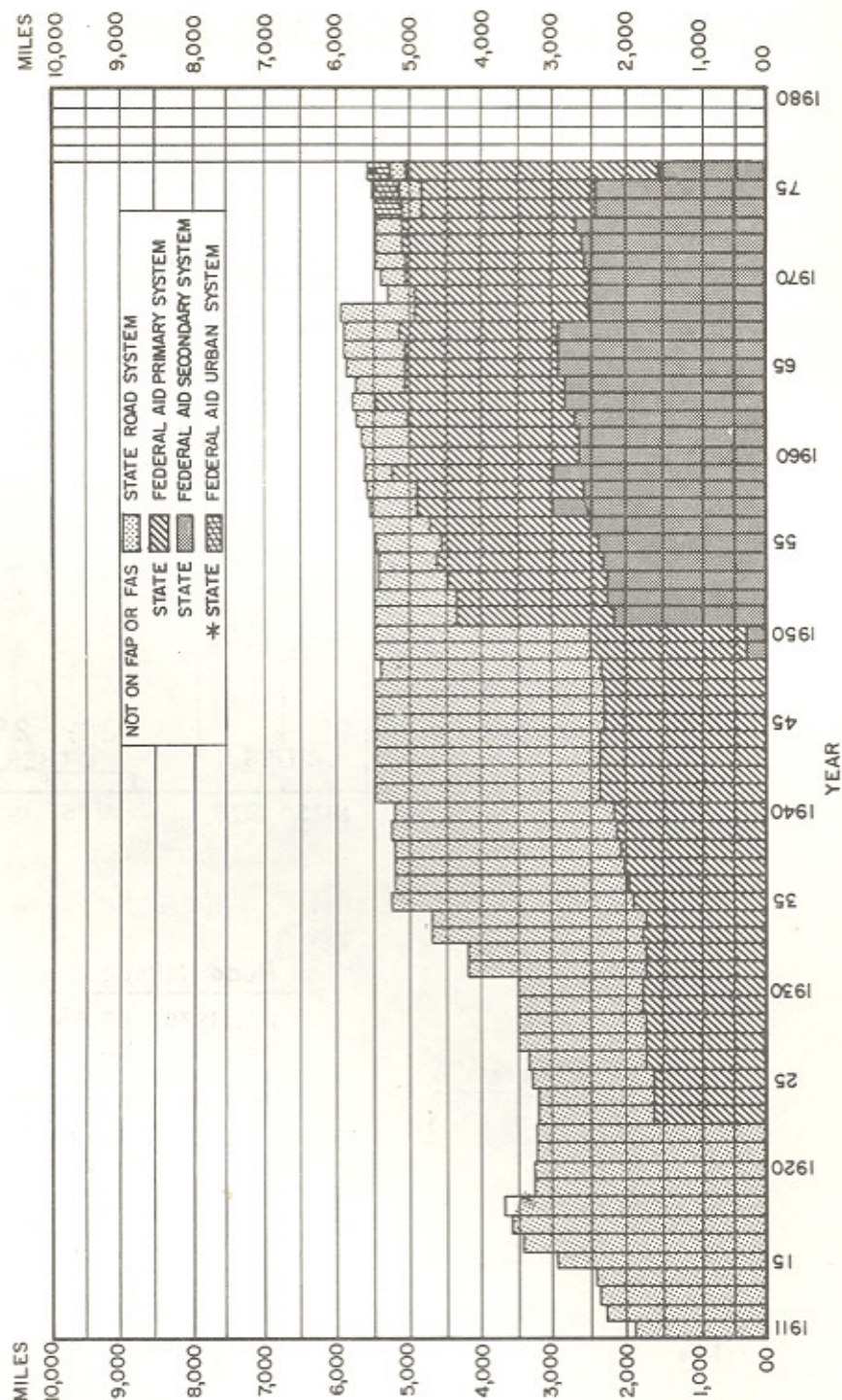


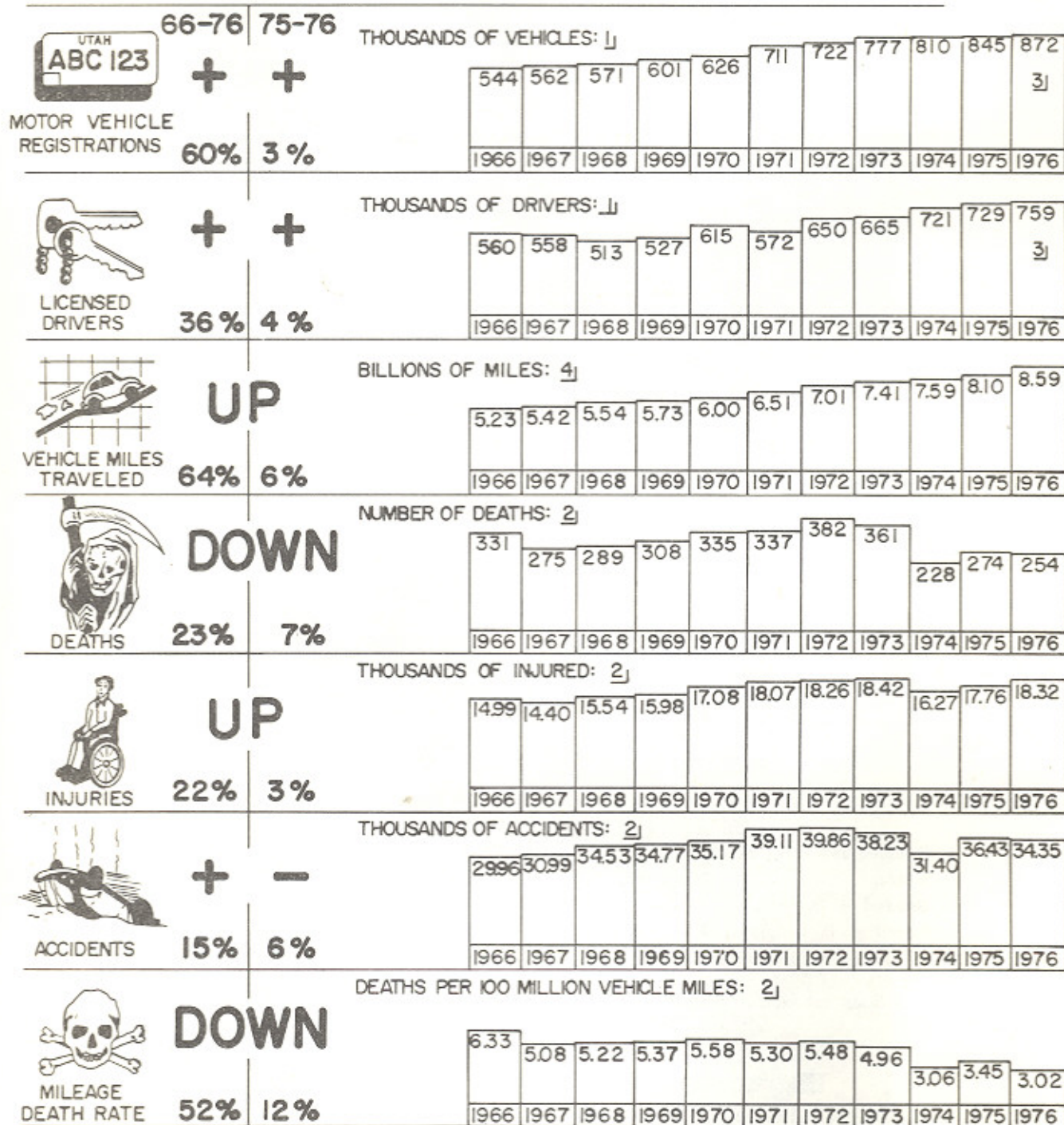
Figure II
GROWTH OF THE STATE ROAD SYSTEM
(AS OF DEC. 31, 1976)



* THE 1973 FEDERAL HIGHWAY ACT CREATED A FOURTH SYSTEM ESTABLISHED IN EACH URBANIZED AREA. THIS SYSTEM IS REFERRED TO AS THE FEDERAL AID URBAN SYSTEM.

Figure III

UTAH TRAFFIC TRENDS: 1966-1976



1) HIGHWAY STATISTICS U.S. DEPT. OF TRANS.

2) TABLE TA-1 UTAH DEPT. OF TRANS.

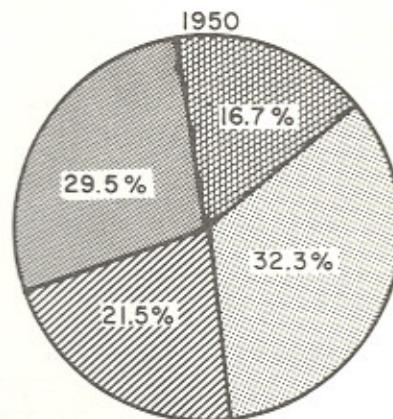
3) FEDERAL HIGHWAY ADMIN. REPORT, HIGHWAY STATISTICS.

4) ADJUSTED TO INCLUDE ALL SYSTEMS.

Figure IV
TOTAL STATE, CITY AND COUNTY ROADS

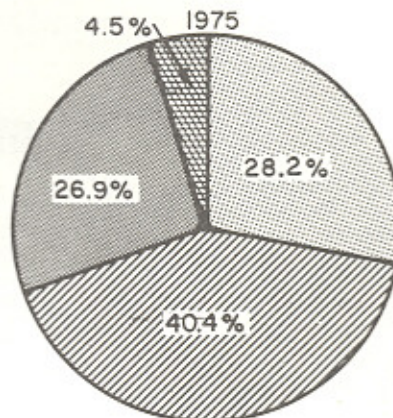
	1950	% of Total
Bituminous or Higher	5,264.2	21.5%
Gravel	7,916.9	32.3%
Graded & Drained	4,085.6	16.7%
Primitive & Unimproved	7,207.5	29.5%
Total	24,474.2	

Does not include proposed mileage



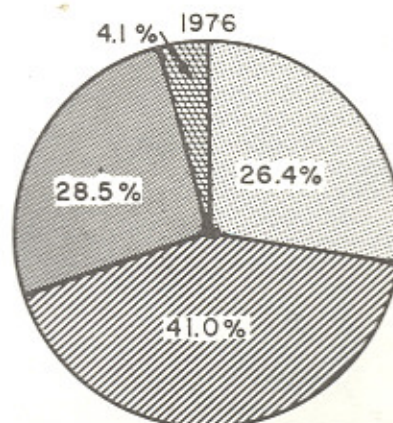
	1975	% of Total
Bituminous or Higher	12,513.1	40.4%
Gravel	8,727.9	28.2%
Graded & Drained	1,385.6	4.5%
Primitive & Unimproved	8,324.9	26.9%
Total	30,951.5	

Does not include proposed mileage



	1976	% of Total
Bituminous or Higher	12,755.3	41.0%
Gravel	8,220.3	26.4%
Graded & Drained	1,293.9	4.1%
Primitive & Unimproved	8,881.8	28.5%
Total	31,151.3	

Does not include proposed mileage



LEGEND





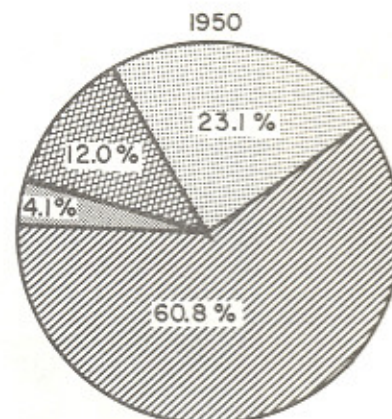
-  Bituminous or Higher
-  Gravel
-  Graded & Drained
-  Primitive & Unimproved

Figure V
STATE ROADS

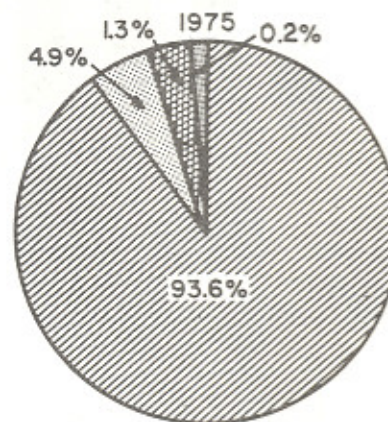
	1950	% of Total
Bituminous or Higher	3,314.4	60.8 %
Gravel	1,257.3	23.1 %
Graded & Drained	655.7	12.0 %
Primitive & Unimproved	222.0	4.1 %
Total	5,449.4	

Does not include proposed mileage



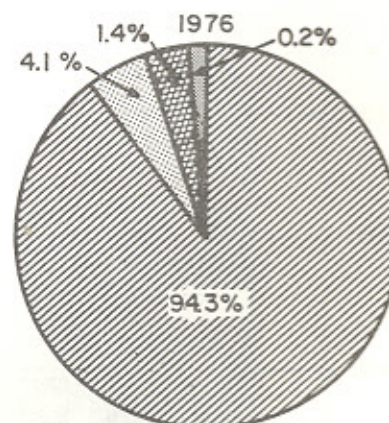
	1975	% of Total
Bituminous or Higher	5,157.1	93.6 %
Gravel	267.7	4.9 %
Graded & Drained	72.4	1.3 %
Primitive & Unimproved	13.0	0.2 %
Total	5,510.2	

Does not include proposed mileage



	1976	% of Total
Bituminous or Higher	5,245.7	94.3 %
Gravel	228.4	4.1 %
Graded & Drained	74.5	1.4 %
Primitive & Unimproved	13.2	0.2 %
Total	5,561.8	

Does not include proposed mileage



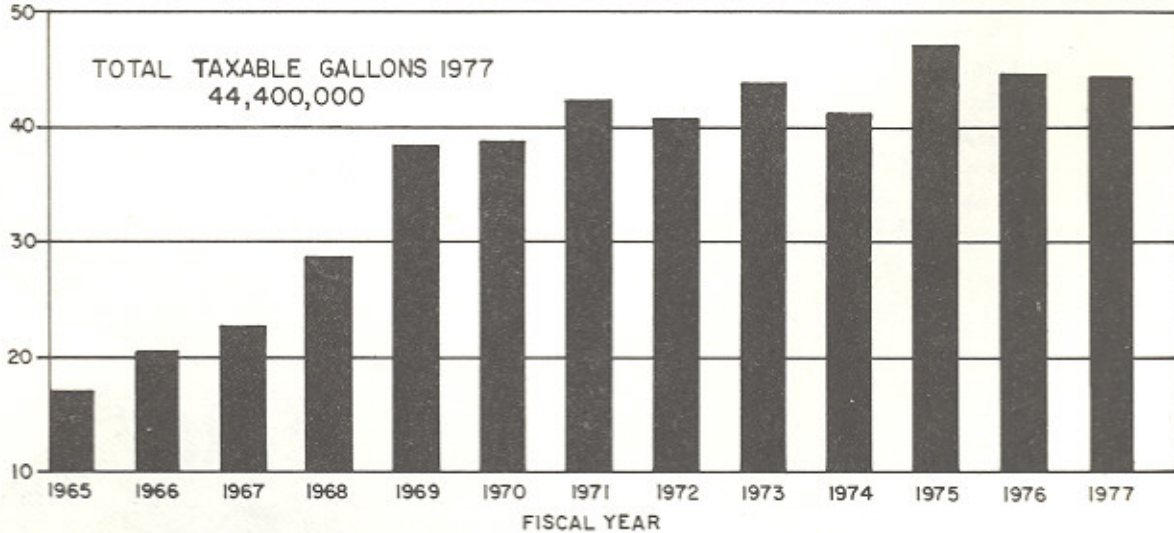
LEGEND

	Bituminous or Higher
	Gravel
	Graded & Drained
	Primitive & Unimproved

FIGURE VI

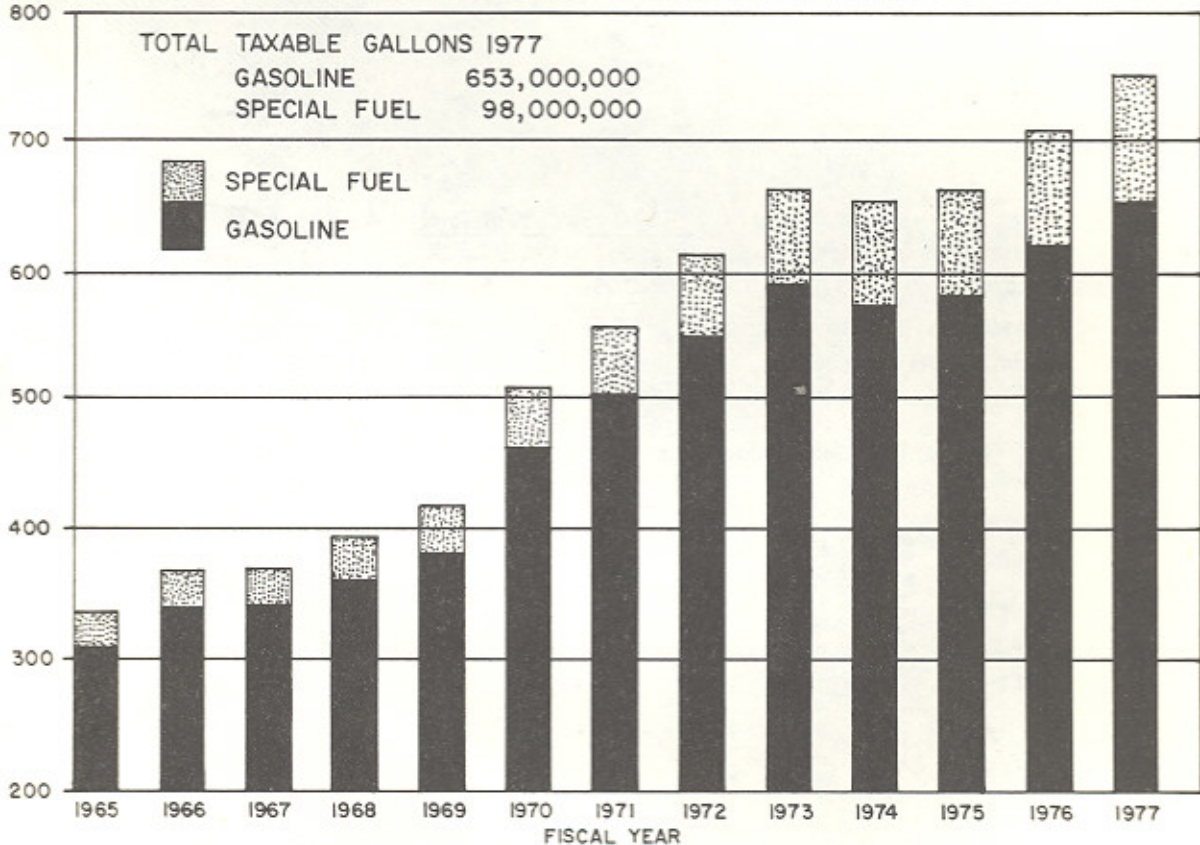
MILLIONS
OF
GALLONS

AVIATION FUEL CONSUMED IN UTAH



MILLIONS
OF
GALLONS

MOTOR FUEL CONSUMED IN UTAH



Transportation Finances

The strong growth of the State's economy in Fiscal Year 1977 produced substantial growth in the taxes and fees collected by the State Tax Commission. Considering all revenues collected by the Tax Commission, there was a 13.2 percent increase between fiscal years 1976 and 1977. The State's highway user receipts as shown in Table 1 increased by 8.1 percent. Motor and special fuel tax which comprised 76 percent of all highway user receipts increased by 5.6 percent. The proportional registration fee continued a substantial growth of 21 percent. Vehicle registration fees which have been declining in recent years due to Interstate truckers shifting to the proportional fee returned to a positive trend in Fiscal Year 1977. A comparison between FY '76 and FY '77 receipts indicated a growth of 3.8 percent. However, the growth in vehicle registrations shown in Table 1 indicates an increase of 20.8 percent. This is not a proper comparison since FY '77 vehicle registration receipts as shown in the table include a fifteen month rather than a twelve month period (refer to footnote on page 13). The additional three months of vehicle registration receipts was due to a change in accounting procedures. A normal twelve month period would have indicated a growth in total highway user funds of 5.5 percent.

The general session of the forty-second legislature inacted two bills which provide additional sources of income to the transportation fund. House Bill 96 allows interest generated by the transportation fund balance to be credited to the transportation fund rather than the general fund. House Bill 182 provides that receipts from the sale of safety inspection stickers will also be deposited in the transportation fund rather than the general fund. The receipts shown for safety inspection fees represent a small part of the total revenue produced last year since it only involves collections for two months. In FY '78 it is expected that this fee will generate approximately \$250,000 in revenue.

Shown in Table 2 is the distribution of State Highway User Revenue in FY '77. A total amount of \$16,110,242 was appropriated to other State agencies. This represents an increase of 15.2 percent from the previous year appropriation of \$13,984,259. Again, this substantial growth in appropriations to other State agencies created a reduction in the proportion of highway user funds available to the Department (UDOT). In FY '76 the Department received 60.5 cents of every highway user dollar, in FY '77 the Department received 59.9 cents on every dollar, a reduction of 0.6 cents. As appropriations to other State agencies continue to exceed the growth of Highway User Funds the proportion of the highway user dollar available to the Department will continue to decline.

Aid to local agencies through Collector and "B and C" Funds totaled \$11,635,870. This represents a 2.7 percent increase from the previous years total of \$11,324,997. The "B and C" Fund which is based on vehicle registration fees grew by 1.5 percent from \$5,777,031 in FY '76 to \$5,861,919 in FY '77. The Collector Fund which is based on the growth of motor fuel and special fuel tax increased by 4.1 percent from \$5,547,966 to \$5,773,951. Allocations to these funds accounted for 16.8 percent of the total Highway User Revenue.

As shown in Table 4, \$1,782,328 in receipts were generated in Fiscal Year 1977 from aeronautical related activities. Of this amount \$1,777,533 was collected from the four cent tax on aviation fuel and \$4,795 was collected from leases and annual license fees levied on airports, landing fields, and air schools. Three of the four cents aviation fuel tax are allocated back to the airport from which the tax is collected. The remaining one cent plus other aviation revenue is used by the Division of Aeronautics for administration, planning and grants to local airports. In most cases these grants are used by local governments to match Federal Aviation Funds available at the local level.

Federal-aid highway funds apportioned to Utah in Fiscal Year 1977 totaled \$78,702,048. This represents a growth of 17 percent from the previous year of \$67,166,939. The distribution of these funds into the various federal highway programs are shown in Table 5. The substantial increase in the apportionment was due to the \$13,445,417 in transition quarter funds. This was a special one-time apportionment to fill in the quarter gap between the old and new federal fiscal year (refer to 1976 Annual Report, page 12). Transition quarter funds were made available for use on all federal systems except the interstate system.

In accordance with the Federal-aid Highway Act of 1976, several Federal-aid programs were combined. A new Consolidated Primary Program includes the old Rural Primary, Priority Primary, and Urban Extension Programs. The new Safer Off-System Program combines the Safer Roads and Off System Programs, and the new High Hazard and Obstacles Program combines the Roadside Obstacles and High Hazard Programs.

Expenditures by the Department during Fiscal Year 1977 totaled \$122.4 million. This is a 3 percent reduction from the last fiscal year expenditures of \$126.2 million. Since limited State Highway User Funds are available, variations in the Department's total expenditures are due primarily to expenditures on Federal-aid highway projects. In the next two fiscal years it is expected that expenditures will increase substantially as a result of an accelerated federal construction program. It is also hoped that the State legislature will provide additional funds to finance a badly needed state highways resurfacing program. Figure VII illustrates the Department's history of expenditures.

It should be noted that the Forty-second legislature failed to pass a bill which would have increased Driver's License Fees. This proposed increase would have allowed the Driver's License Division to become self-sufficient and not increasingly dependent upon other highway user revenue. For example, Driver's License Fees in Fiscal Year 1977 amounted to \$1,547,368 whereas, funds appropriated for the Driver's License Division for the same year amounted to \$2,205,600. Consequently, \$658,232 in other highway user revenue was used to subsidize the Driver's License Division. This subsidy grows each year as inflation increases at a rate greater than the growth in Driver's License Fees.

TABLE 1
STATE HIGHWAY USER REVENUE

<u>Sources</u>	<u>FY '76 Receipts</u>	<u>FY '77 Receipts</u>	<u>% Change</u>	<u>% Change Previous Year</u>
Motor Fuel Taxes.....	\$43,514,959	\$45,694,373	5.0	7.5
Special Fuel Taxes.....	6,240,632	6,865,181	10.0	8.5
Highway Users Tax.....	630,009	835,755	32.6	0.4
Special Transportation Permits.....	568,395	618,422	8.8	0.7
Temporary Permits.....	827,970	837,406	1.1	13.1
*Studded Tire Permits.....	15,035	13,618	-9.4	-56.8
*Motor Vehicle Registration Fees.....	8,757,918	10,570,285	20.7	-4.6
Drivers License Fees.....	1,621,379	1,547,368	-4.6	28.7
Motor Vehicle Control Fees.....	423,597	459,447	8.5	8.8
Proportional Registration Fees.....	1,486,776	1,795,833	20.8	30.3
Safety Inspection Fees.....	---	24,024		
<hr/>				
Total Highway User Receipts....	\$64,086,780	\$69,261,712	8.1%	6.5%
** Interest Income	---	1,497,963		
Total	\$64,086,780	\$70,759,675	10.4%	

*These two sources of revenue cover a 15 month period due to a change in accounting procedures, refer to footnote on page 13. A normal twelve month comparison as shown in past reports would indicate a growth in Hwy. User Revenue of 5.5 percent rather than the 8.1 percent shown above.

**Interest on the transportation fund balance is not considered a Highway User Revenue.

Table 2

Distribution of Highway User Revenue

Fiscal Year 1977

Highway User Revenue

Motor Fuel Taxes.....	\$45,694,373
Special Fuel Taxes.....	6,865,181
Highway Users Tax.....	835,755
Special Transportation permits.....	618,422
Temporary Permits.....	837,406
(1) Studded Tire Permits.....	13,618
(1) Motor Vehicle Registration Fees.....	10,570,285
Drivers License Fees.....	1,547,368
Motor Vehicle Control Fees.....	459,447
Proportional Registration Fees.....	1,795,833
Safety Inspection Fees.....	24,024
TOTAL HWY. USER REVENUE	\$69,261,712

Highway User Revenue Transferred to other State Agencies

Dept. of Public Safety, except Drivers License (Net).....	\$10,319,042
Drivers License Administration.....	2,205,600
Tax Commission.....	2,710,100
Travel Development.....	118,000
General Government Overhead.....	724,600
Loan Amortization.....	17,500
Utah Government Affiliations	15,400
TOTAL TO OTHER AGENCIES (23.3% of Gross Revenue)	\$16,110,242

Net Highway User Revenues \$53,151,470

To Cities & Counties

"B&C" Fund (Distributed 4/1/77)...	\$ 5,861,919
Collector Road Fund	5,773,951
Total Distribution.....	\$11,635,870
Funds reserved for distribution in 1978 (See footnote).....	1,225,670

(16.3% of Gross Revenue)
(21.9% of Net Revenue)

To U.D.O.T.

\$41,515,600
(59.9% of Gross Revenue)
(78.1% of Net Revenue)

- (1) Due to a change in accounting procedures Motor Vehicle Registration Fees and Studded Tire Permits include fifteen months of revenue from April 1st, 1976, to June 30, 1977. In accordance with the B & C Fund Act, distribution of these two revenue sources to the fund are based on receipts during the twelve month period April 1st to March 31st. Consequently, part of the additional receipts for the three months, April, May, and June 1977, have been reserved or restricted for distribution the following year. In the future receipts will be on a fiscal year basis in accordance with all other Highway User Revenue sources.

TABLE 3
DISTRIBUTION OF FUNDS TO LOCAL GOVERNMENTS
FISCAL YEAR 1977

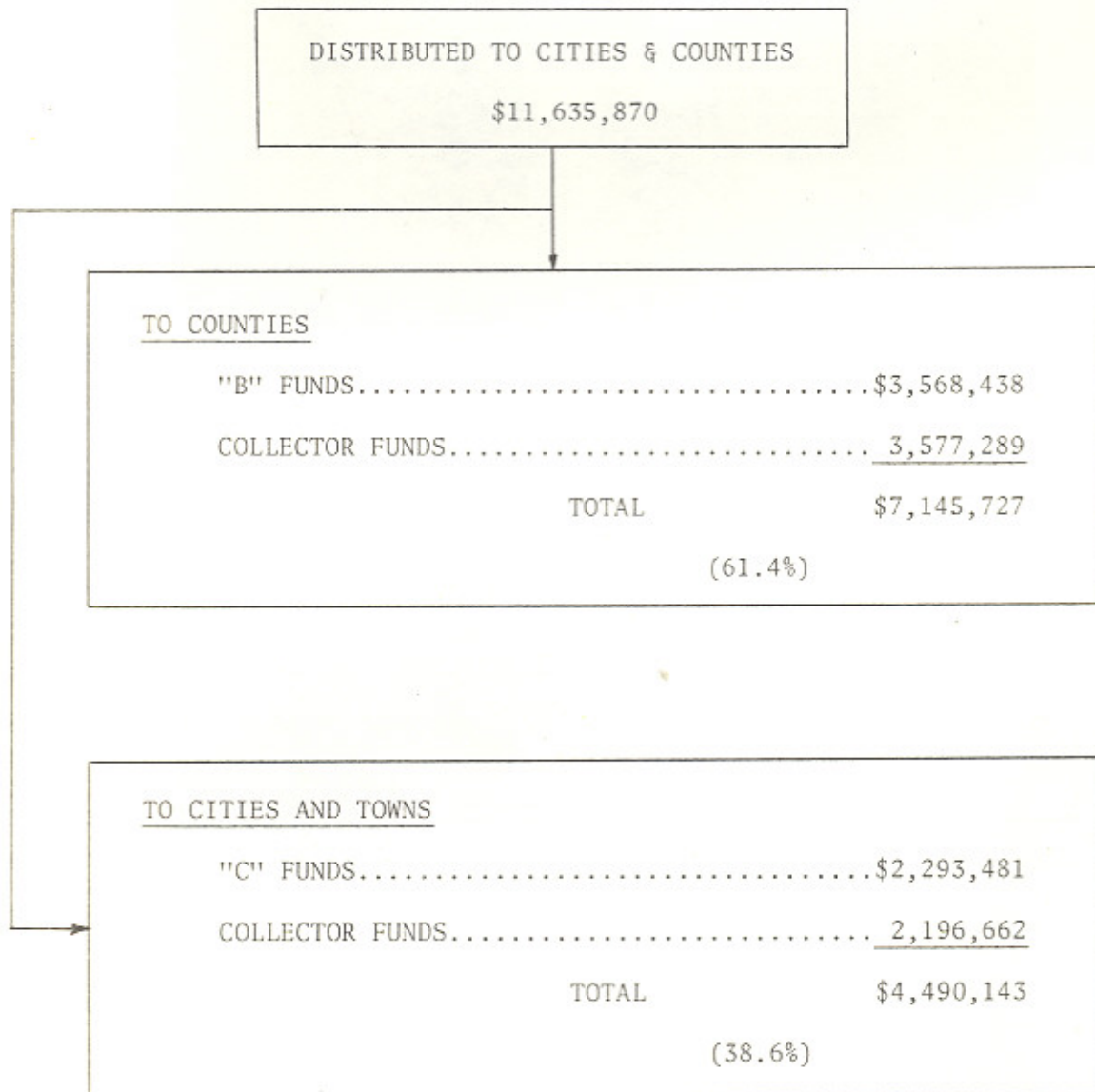


TABLE 4

STATE OF UTAH
Distribution of Aviation Revenue
Fiscal Year 1977

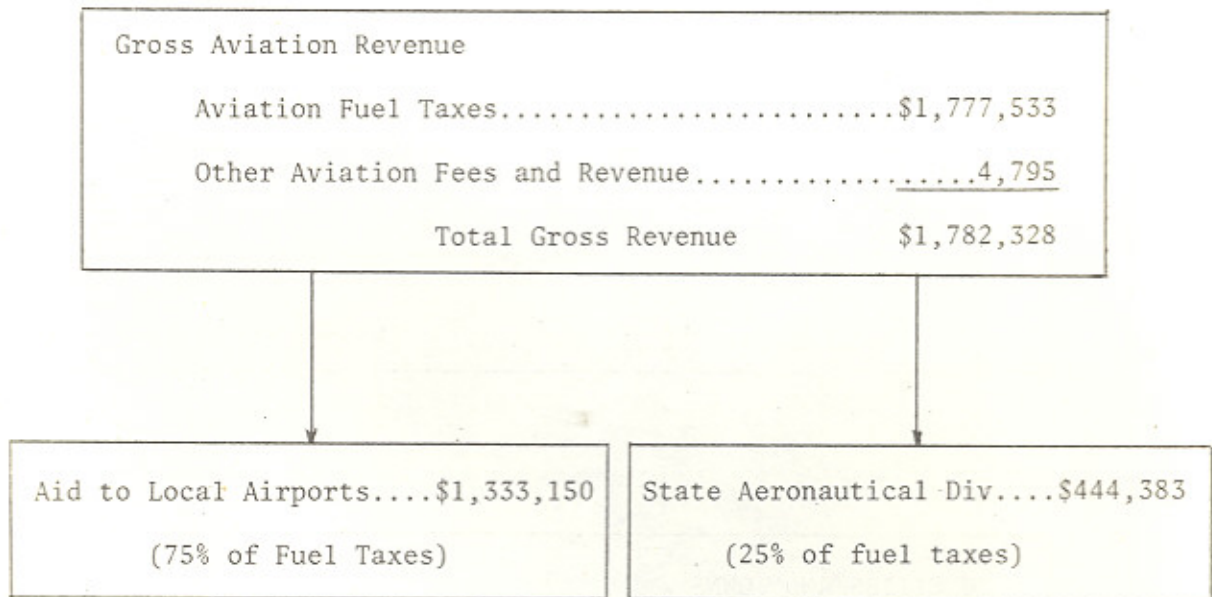


TABLE 5

STATE OF UTAH

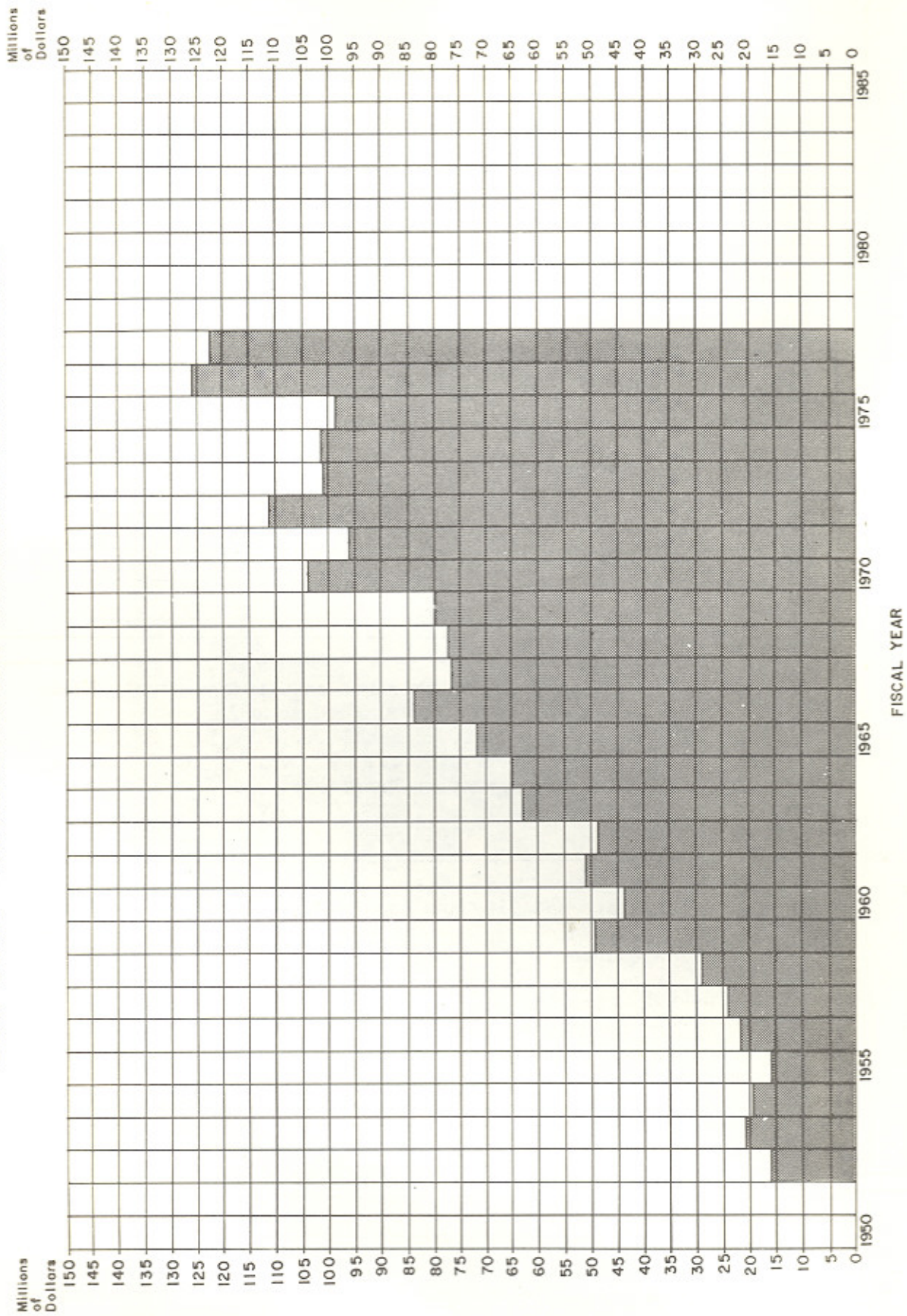
APPORTIONMENT AND DISTRIBUTION OF FEDERAL-AID HIGHWAY FUNDS

FISCAL YEAR 1977 APPORTIONMENT

Available for Use on State Highways	
Interstate Highways.....	\$36,477,832
Interstate Resurfacing.....	2,626,200
Consolidated Primary Highways.....	10,987,774
Rural Secondary Highways.....	1,995,194
Safer Off Systems Roads.....	545,000
Forest Highways.....	1,369,934
Economic Growth Centers.....	536,617
TOTAL	\$54,538,551
Available for Exclusive or Probable Use on City and County Roads	
Rural Secondary Highway.....	\$ 1,995,193
Safer Off Systems Roads.....	1,636,692
Pavement Marking Demonstration Program.....	349,048
TOTAL	\$ 3,980,933
Available for State and City and County Roads (Federal-aid Programs)	
Transition Quarter.....	\$13,445,417
Urban System.....	4,218,264
Rail-Highway Crossings.....	964,122
High Hazard Locations & Roadside Obstacles....	828,341
Off System Rail Crossings.....	726,420
TOTAL	\$20,182,564
TOTAL FEDERAL-AID*	
	\$78,702,048

*Not included are funds for special purposes, such as beautification, billboard and junkyard removal, metropolitan planning, advance r/w acquisition, etc., or grants for special programs such as public lands roads, bridge replacement, etc.

Figure VII
UTAH STATE TRANSPORTATION COMMISSION EXPENDITURES



FISCAL PLANNING AND PROGRAMMING SECTION

During Fiscal Year 1977, four major objectives were identified beyond the on-going responsibilities of this section. These objectives and a brief description of the work conducted toward their accomplishment in Fiscal Year 1977 are listed below:

1. Develop a recommended program to utilize extra Federal Funds created by the apportionment of Transition Quarter Funds.

In connection with the conversion of the Federal Government to its new fiscal year of Oct. 1st to Sept. 30, approximately \$13.5 in Federal-Aid was allocated Utah for the transition quarter July 1st to Sept. 30th, 1976. These funds enabled the State of Utah to catch up on some badly needed projects. Bridge replacement and resurfacing were the principal types of projects funded. Since the funds could be applied to any federal-aid systems, except Interstate, they were used to fill in fund gaps in both urban and rural areas. In Ogden where urban system funds were exhausted, \$766,000 in Transition Quarter funds were approved to supplement funding for local government projects.

2. Develop a new set of priorities with a principal recommendation for the use of Federal Lands Funds.

In regards to this objective a report was prepared entitled, Application For Public Lands Highway Funds, Fiscal Year 1978. This report presents in detail the need for approximately \$6.7 million to fund the first of three priority road improvements on Federal-Aid Secondary Route 392 from Boulder to Grover in Garfield County. The report includes traffic projections, summary of recent expenditures, and letters of endorsement from interested agencies and officials demonstrating the need, general interest, and widespread support for improving this highway. If the application is successful the Transportation Commission would request that the legislature add the Boulder - Grover road to the State Highway System.

3. Conclude implementation of the new FHWA procedures for the project programming process.

During the fiscal year substantial modifications were made to existing programming procedures in order to be in line with new FHWA procedures. A new "annual program procedure" was initiated listing previously programmed projects and new projects. It was hoped that the new annual program would reduce the amount of detail and paper work associated with program revisions. However, since the beginning of the new program last October, numerous revisions have been made which continue to require substantial time and effort but, require less effort than previously needed.

4. Conclude the two remaining phases of the Project Management System, cash forecasting, and the User Manual.

Except for cash forecasting, PMS is now considered 100% operational. In phases of PMS other than cash forecasting some revisions were made to

the original design which mainly concerned simplifying data maintenance of the system. The cash forecasting phase is considered 90% operational. This more complex phase of the system was completely revised during the fiscal year to provide more accurate information of construction expenditures during future years. Efforts have been made to rewrite the User Manual, it is hoped that the necessary documentation will be completed in the next fiscal year.

Objectives for Fiscal Year 1978 are as follows:

1. Conclude the cash forecasting phase of the Project Management System, and participate in rewriting the User Manual.
2. Provide whatever support is necessary to convince the 1978 Budget Session of the State Legislature that a State Motor and Special Fuel Tax increase is necessary to provide a reasonable level of transportation service for the people of Utah.
3. Develop a Motor Fuel Consumption forecasting model which will mathematically relate fuel consumption in Utah to factors such as traffic growth, tourism, etc.
4. Develop a Highway Improvements Program which will provide the maximum utilization of the limited highway user dollar available to the Utah Department of Transportation.
5. Cooperate with the Division of Aeronautics in the development of a multi-year airports improvement program.

TABLE 6

FEDERAL FUND OBLIGATION STATUSApportioned Federal Trust Funds Unobligated as of June 30, 1977

Interstate 30% GAP	\$ 152,246.00
Interstate	17,983,202.17
Interstate Resurface	2,558,532.00
Priority Primary	51,643.00
Rural Primary	261,630.94
Consolidated Primary	5,909,127.82
Economic Growth	399,476.00
Rural Secondary	2,053,001.99
Urban Extension	195,629.50
Urban System Attributable	6,252,147.75
Urban System Non Attributable	1,116,972.54
Metropolitan Planning	110,611.34
HPR	586,560.00
Forest Highways	268,719.72
Bridge Replacement	47,805.25
Railroad Protective Devices	420,410.00
Railroad Crossings	381,888.00
High Hazard & Obstacles	580,471.08
Roadside Obstacles	135,101.40
Safer Roads	267,736.37
Pavement Marking	1,051,154.00
Off System	3,307.20
Transition Quarter	11,115,949.51
*Safer Off Systems	2,181,692.00
*Off System Railroad Crossing	<u>726,420.00</u>
Total	\$54,811,435.58

Table 7A

INTERSTATE & SECONDARY PROGRAMS

FISCAL YEAR	REGULAR INTERSTATE	INTERSTATE 30% GAP	INTERSTATE RESURFACE	TOTAL INTERSTATE	RURAL SECONDARY	REGULAR SECONDARY	TOTAL SECONDARY
1977	\$ 20,188,951.25	\$10,791,103.00	\$28,275.00	\$ 31,008,329.25	\$ 3,445,108.63	\$	\$ 3,445,108.63
1976	39,383,480.50			39,383,480.50	2,262,984.00		2,262,984.00
1975	67,173,644.37			67,173,644.37	4,579,609.42	8,528.48	4,588,137.90
1974	31,357,047.26			31,357,047.26	3,909,348.96	8,528.48 RET	3,900,820.48
1973	42,131,162.17			42,131,162.17	349,602.68	2,694,842.05	3,044,444.73
1972	58,471,697.52			58,471,697.52	600,744.73	2,194,809.76	2,795,554.49
1971	53,070,287.63			53,070,287.63	43,764.59	1,836,461.99	1,900,226.58
1970	49,161,983.69			49,161,983.69	1,012,349.00	3,907,780.92	4,920,129.92
1969	47,846,790.78			47,846,790.78		3,100,752.27	3,100,752.27
1968	41,782,590.87			41,782,590.87		4,010,233.25	4,010,233.25
1967	39,572,528.16			39,572,528.16		1,987,607.46	1,987,607.46
1966	32,970,546.36			32,970,546.36		2,586,565.93	2,586,565.93
1965	32,410,302.41			32,410,302.41		3,115,409.93	3,115,409.93
1964	65,179,847.20			65,179,847.20		2,702,129.32	2,702,129.32
1963	46,309,249.06			46,309,249.06		3,323,635.09	3,323,635.09
1962	16,569,396.36			16,569,396.36		4,165,405.21	4,165,405.21
1961	19,585,063.60			19,585,063.60		2,962,868.58	2,962,868.58
1960	17,773,827.36			17,773,827.36		3,919,481.38	3,919,481.38
1959	29,395,839.39			29,395,839.39		3,486,262.19	3,486,262.19
1958	17,606,695.00			17,606,695.00		2,582,992.53	2,582,992.53
Prior to 1958	7,987,797.13(2)			7,987,797.13(2)		20,581,377.14	20,581,377.14
TOTALS	\$ 775,928,728.07	\$10,791,103.00	\$28,275.00	\$786,748,106.07	\$16,203,512.01	\$69,178,615.00	\$85,382,127.01

(2) Includes 1952 & 1954 Interstate Acts

Table 7B

FISCAL YEAR	PRIMARY PROGRAMS					TOTAL PRIMARY
	CONSOLIDATED PRIMARY	PRIORITY PRIMARY	ECONOMIC GROWTH	RURAL PRIMARY	REGULAR PRIMARY	
1977	\$4,913,830.18	\$ 122,904.96	\$ 137,141.00	\$ 2,686,164.22	-	\$ 7,860,040.36
1976		520,329.00	1,444,817.13	5,944,636.06	-	7,909,782.19
1975		4,361,182.04	441,176.07	9,456,221.27	13,905.01	14,272,484.39
1974			128,250.00	3,310,371.51	13,338.01 RET	3,425,283.50
1973					3,348,170.10	3,348,170.10
1972			509,566.80	1,543,074.55	5,968,645.75	8,021,287.10
1971				792,405.45	5,316,065.50	6,108,470.95
1970				781,315.00	840,950.85	1,622,265.85
1969					7,416,192.04	7,416,192.04
1968					4,982,280.46	4,982,280.46
1967					1,779,693.94	1,779,693.94
1966					4,381,794.37	4,381,794.37
1965					5,183,574.35	5,183,574.35
1964					5,663,064.99	5,663,064.99
1963					5,745,699.16	5,745,699.16
1962					5,682,549.00	5,682,549.00
1961					4,657,875.07	4,657,875.07
1960					2,276,415.20	2,276,415.20
1959					5,787,004.74	5,787,004.74
1958					5,373,873.20	5,373,873.20
Prior to 1958					31,988,238.28	31,988,238.28
TOTALS	\$4,913,830.18	\$5,004,416.00	\$2,660,951.00	\$24,514,188.06	\$106,392,654.00	\$143,486,039.24

Table 7C

URBAN PROGRAMS

FISCAL YEAR	URBAN EXTENSION	URBAN SYSTEM ATTRIBUTABLE	URBAN SYSTEM NON ATTRIBUTABLE	METROPOLITAN PLANNING	TOPICS	TOTAL URBAN
1977	\$ 145,092.64 RET.	\$ 219,357.00	\$ 1,546,040.46	\$153,770.00	\$ -	\$ 1,774,074.82
1976	1,938,721.95	56,812.21	1,242,048.00	9,139.34 RET	-	3,228,442.82
1975	267,392.46	3,236,966.04	818,708.21	309,345.00	44,878.79	4,677,290.50
1974	2,657,379.54		2,832,010.79	136,021.00	22,225.88	5,647,637.21
1973	2,543,273.54		227,871.00		811,742.87	3,582,887.41
1972	695,475.03		45,616.00		1,737,420.09	2,478,511.12
1971	433,789.36				315,549.77	749,339.13
1970	3,609,184.44				204,541.60	3,813,726.04
1969	218,790.33					218,790.33
1968	1,629,211.64					1,629,211.64
1967	829,305.15					829,305.15
1966	1,465,851.07					1,465,851.07
1965	1,574,796.08					1,574,796.08
1964	1,038,393.68					1,038,393.68
1963	1,692,232.94					1,692,232.94
1962	993,785.58					993,785.58
1961	272,002.93					272,002.93
1960	329,881.87					329,881.87
1959	953,561.96					953,561.96
1958	1,939,899.49					1,939,899.49
Prior to 1958	5,739,034.10					5,739,034.10
TOTALS	\$30,676,870.50	\$3,513,135.25	\$ 6,712,294.46	\$589,996.66	\$3,136,359.00	\$44,628,655.87

Table 7D

SAFETY PROGRAMS

FISCAL YEAR	PROTECTIVE DEVICES	RAILROAD CROSSINGS	HIGH HAZARD	ROADSIDE OBSTACLES	HIGH HAZARD & OBSTACLE	SAFER ROADS	PAVEMENT MARKING	TOTAL SAFETY
1977	\$133,141.00	\$143,935.00	\$ 90,899.08	\$ 96,335.60	\$247,869.92	\$ 419,335.00	\$152,496.00	\$1,284,011.60
1976	298,928.00	292,838.00	37,032.83	423,476.00		662,858.00	48,043.00	1,763,175.83
1975	229,051.00	306,066.00	820,172.09	478,963.00		295,815.63	150,633.00	2,280,700.72
1974	45,000.00	1,800.00	379,839.00	28,800.00		2,700.00	-	458,139.00
TOTALS	\$706,120.00	\$744,639.00	\$1,327,943.00	\$1,027,574.60	\$247,869.92	\$1,380,708.63	\$351,172.00	\$5,786,027.15

Table 7b

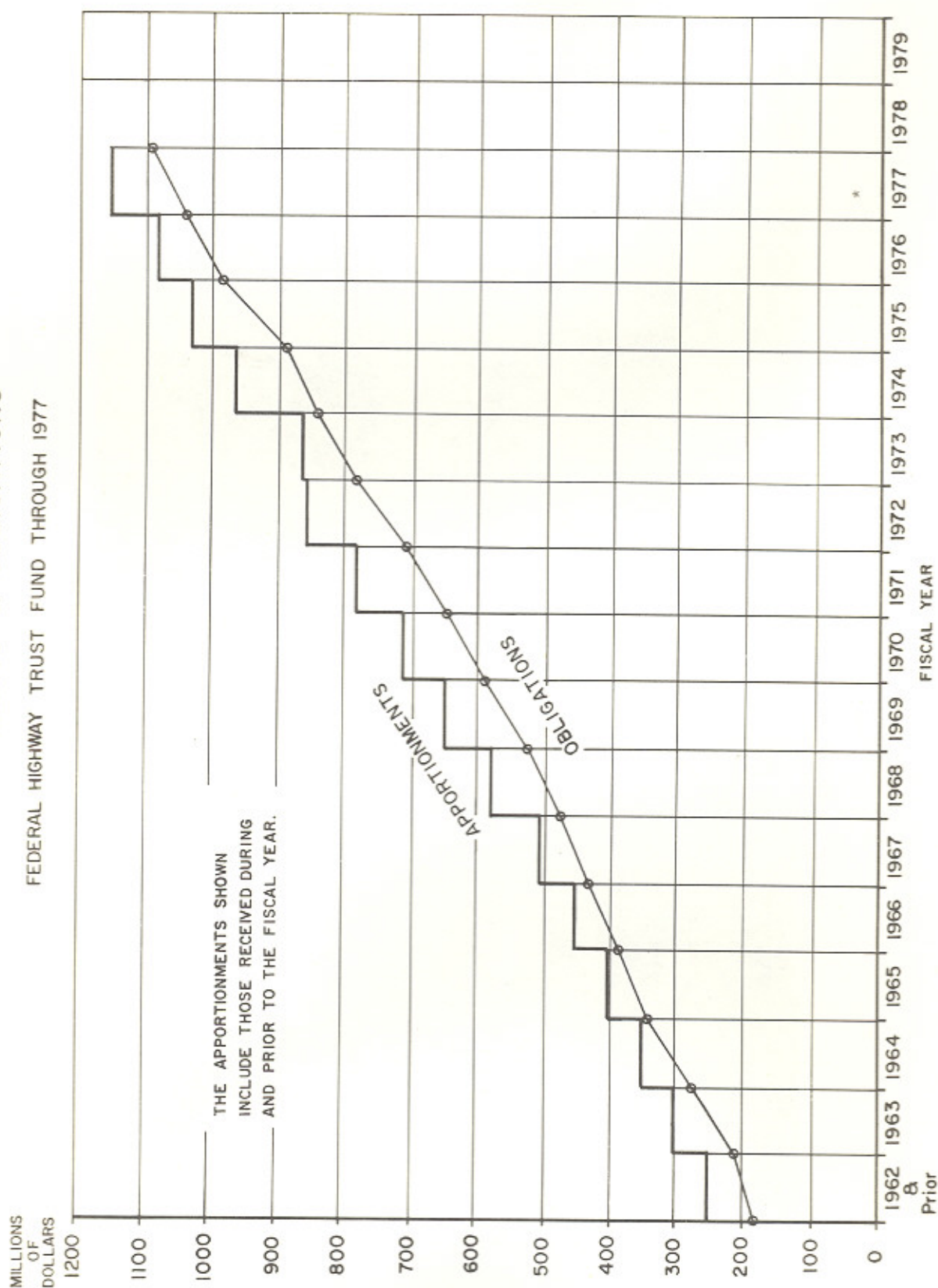
MISCELLANEOUS PROGRAMS

FISCAL YEAR	TRANSITION QUARTER	BRIDGE REPLACEMENT	OFF SYSTEM	UPR	FOREST HIGHWAYS	TOTAL MISCELLANEOUS
1977	\$2,329,467.49	-	\$ 775,475.80	\$ 849,124.00	\$2,869,892.28	\$ 6,823,959.57
1976		\$1,640,227.25 RET	2,014,658.00	-	25,000.00	399,430.75
1975		4,877,537.04		1,615,221.00	2,770,000.00	9,262,758.04
1974		21,667.00		698,030.00	598,385.00	1,318,082.00
1973		-		917,736.54		917,736.54
1972		2,594,381.96		1,149,527.47		3,743,909.43
1971				987,016.47		987,016.47
1970				1,091,420.51		1,091,420.51
1969				874,065.58		874,065.58
1968				775,765.42		775,765.42
1967				763,701.54		763,701.54
1966				830,975.20		830,975.20
Prior to 1966				1,524,546.27		1,524,546.27
TOTALS	\$2,329,467.49	\$5,853,358.75	\$2,790,133.80	\$12,077,130.00	\$6,263,277.28	\$29,313,367.32

Figure VIII

APPORTIONMENTS & OBLIGATIONS

FEDERAL HIGHWAY TRUST FUND THROUGH 1977



*Includes the Transition Quarter Apportionment

TRANSPORTATION PLANNING DIVISION

Accomplishment of Established Fiscal Year 1976 Goals

During Fiscal Year 1977, five major goals were identified beyond the routine functions of Transportation Planning Division. These goals, and significant accomplishments within them are listed below:

Goal:

1. Publish a formalized statewide transportation planning procedure.

Accomplishments:

Two papers were prepared in draft. The first discussed the theory and concepts of the process; the second the methods of accomplishing work items including organizations, duties, channels of communication, reporting procedures, etc. After revising the drafts several times it was determined that our planning process details were changing so rapidly that a "final" document would become outdated before it could be implemented. Therefore, a formal document has been deferred until the process details stabilize.

Goal:

2. Coordinate the development of a Utah Department of Transportation Policy.

Accomplishments:

Transportation Policy statements from several other states were reviewed to determine their applicability to Utah's situation. After extensive discussion, it was decided that the ingredients for a meaningful transportation policy statement were just not available. Consequently, a pilot planning project was initiated in UDOT District Four which should provide the basis for policy development and planning extension, perhaps district by district, throughout the state.

Goal:

3. Develop a preliminary State Railroad Plan in accordance with the Federal Railroad Revitalization and Regulatory Reform Act.

Accomplishments:

The Utah Department of Transportation was designated as the State rail agency early in the fiscal year by Governor Rampton. Transportation Planning Division representatives have attended all meetings of the Western Region of State Railway Officials. We prepared a

planning work statement which was approved by the Federal Railroad Administration and received a grant of \$100,000 to formulate a state rail plan. All Class I and II railroads were contacted, a study organization was formed and necessary public contacts were made. Shipper interviews have also been completed. The State Rail Plan will be ready for presentation to the Transportation Commission in March of 1978.

Goal:

4. Complete the State Commuter Air Service Study.

Accomplishments:

During the fiscal year 1976, we requested proposals on a statewide air commuter service study. TAP, Inc. from Bozeman, Montana, was selected to work with our study staff in determining the need for commuter air service in our State. The study began in October, 1976, and a draft report was presented to the State at the end of May, 1977. Utah's study work will serve as input to a regional air service study which we hope to begin in fiscal year 1978. Utah has been selected as the lead state in the four corners region for the regional air study.

Goal:

5. Develop a program of State Route, route analysis studies to determine required and desired actions prior to project initiation. Initially it is believed that four or five routes can be studied per year.

Accomplishments:

When the Route Analysis Unit was first formed, a backlog of projects existed. The assignments given at that time were project rather than corridor oriented. After the backlog was eliminated, the unit began working on longer road segments which our systems analysts suggested we should look at. The first report of this nature was produced (US-40 from Silver Creek Junction to the Colorado Stateline). Several similar analyses will be made over sections of highway throughout the State.

Other Major Accomplishments during Fiscal Year 1977

In addition to the planned goals, significant achievements were attained in several other work areas:

1. State Highway Reference System. A study was completed and accepted by UDOT management to develop and implement a uniform, comprehensive statewide highway reference system for use by all department divisions. Under this system, a standard numbering

system, coinciding with the posted route number (i.e., U.S. 40 is now Utah State Route 40) has been implemented and mileposts standardized as reference points. A reference log is being prepared and will be published by September, 1977, so that all divisions can convert their data to the standard system.

This reference system will also provide a standard system input for the future computerized data base.

2. Photologging Equipment Selection and Purchase. Photologging equipment was selected and purchased using safety incentive, safety 402 and HPR funds. Phase two of the program, taking photolog pictures, editing film and distributing copies will be conducted during the next fiscal year.
3. Resources Development Act Studies. Studies were completed and presented to the regular session of the 1977 Legislature for applications under the Resources Development Act relating to roads supporting development by Valley Camp Coal Company near Scofield and Southern Utah fuels coal mine expansion in Convulsion Canyon east of Salina. Both studies were approved for funding under the Act, and construction is expected to begin in the Summer of 1977. Studies are also underway for Anaconda Copper Company and Utah Power and Light Company for transportation projects under the Act, with study completion estimated later in 1977.
4. Transportation for the Elderly and Handicapped. Under the Urban Mass Transit Administration 16(b)(2) program, seventeen vehicles for the elderly and handicapped have been purchased by private nonprofit groups and put into service throughout the State. The impacts of this program have been social benefits in increased mobility and access for many of the State's elderly and handicapped people. For many elderly persons, this new access to nutrition centers has led to increased levels of health, social wellbeing, and a sense of worth as a person.

Handicapped persons served by the program now have regular transportation service to educational, social, and recreational opportunities once denied them or limited due to unresponsive transportation.

Recently, UMTA approved Utah's application for fifteen more vehicles to serve the needs of the elderly and handicapped. Procurement is presently underway with the vehicles expected to arrive after June and throughout the summer.

5. Statewide Transit Planning. Activity in Statewide Transit Planning has focused on preparing Transportation Development Plans (TDP's) for each of Utah's six associations of governments and Iron and San Juan Counties. These programs essentially discussed local transit issues, existing programs, and future needs or requirements including

the elderly and handicapped programs. TDP's are currently being updated. Staff members have met with each area to discuss transit issues, initiate the TDP update, and present a film, "Transit Options for Small Communities". The film shows the public how they can benefit from appropriate public transportation systems. It has facilitated dialogue in the area of coordinated transit service in many areas including Provo, Orem, and Logan.

6. Regional Survey. A regional worker bus survey was conducted for the Carbon-Emery area focusing on home-to-coal-mine operations. Information from the survey was given to the South-eastern Utah Association of Governments for local use. Various constraints have prevented implementation of the proposed service.
7. Highway Needs for Energy Resource Transportation. Data relating Utah's existing and future highway needs for the transportation of energy resources was prepared in final report form and forwarded for the Governor's review and submittal to the FHWA.
8. Interstate Motor Passenger Service in Utah Inventoried. Interstate motor passenger operating authorities were used to identify carriers currently serving Utah. State maps were prepared indicating each operating carrier route, cities served, average daily carrier travel, route miles and average daily scheduled departures and arrivals.
9. Recreational Vehicle Effects on Traffic Identified. Data concerning the effects of recreational vehicles on traffic flow was received from the FHWA and the Highway Research Board. After reviewing the data, a table of combined truck and recreational vehicle adjustment factors was computed and published in a paper entitled Effects of Recreational Vehicles on Highway Capacity.
10. Motor Freight Carrier Study Started. A study of motor carriers of freight began with emphasis on describing carrier types, carrier operating authorities and the regulatory powers of the Interstate Commerce Commission and the Utah State Public Service Commission.
11. Planning Study Started in District 4. Initial steps were taken toward the development of a planning report intended for use in establishing future state highway improvements in UDOT's District 4, and to identify and describe transportation systems located in the area.
12. Airport Assistance and Coordination. Airport master planning assistance was provided for Richfield, Tooele and Huntington. Assistance was given for securing Airport Development Aid Program (ADAP) funds for several projects throughout the state. Maintenance projects for airport lighting and navigation lighting (VASI and Beacons) were coordinated between UDOT and the airport sponsors at Delta, Hanks-ville, Roosevelt, Wendover and St. George.

13. UDOT Airport Improvement Policy and Procedures. Helped develop UDOT policy and procedures concerning airport improvements project funding with combined state/federal or state-only funds.
14. Special Traffic Data. Special traffic counts were made and data provided for environmental studies in Logan Canyon and at Blue Cut (near Price).
15. UVATS Long-Range Transportation Plan Adopted. The Mountainlands Association of Governments Executive Committee formally adopted a long-range transportation plan for UVATS. Plan documentation is underway and should be published by September, 1977.
16. Air Quality Analysis. Air quality consistency analysis was completed for SLATS, OATS and UVATS to meet the Federal Air Quality Guidelines.

Major objectives for Fiscal Year 1978

1. Photolog all state highways and help establish necessary photolog film libraries at UDOT District and Division levels.
2. Establish five-year maintenance plans for airports.
3. Cooperate with Four Corners Regional Commission on a Regional Air Commuter Study.
4. Update the State Airport System Plan.
5. Identify state highways in the urbanized areas with the most critical needs, and prepare route analysis reports on top priority routes and route segments.
6. Complete the State Rail Plan.
7. Complete Transportation System Plans for Districts Three, Four and Five, and begin efforts on Districts One, Two and Six.

LOCAL GOVERNMENT LIAISON UNIT

This unit set three major objectives to be accomplished during Fiscal Year 1977. Following is a report on how these objectives were met:

1. Development of Safer Off-System Road Program

- a. Guidelines, procedures and method of distribution of funds were developed in cooperation with the Joint County and City Highway Committee. Said guideline and procedures were found compatible with the Federal guidelines and received approval of the UDOT Commission and FHWA.
- b. This information went out to all Counties, Cities and Towns resulting in requests being submitted for updating safety signs, and new safety type projects. The requests amounted to more than the available funds to Utah, pointing out a need to continue the Off-System Program with the support of more funds.
- c. In cooperation with the Division Office of FHWA and staff members of the UDOT, a sincere efforts to reduce red tape and excessive paper work has been started. Specific memorandums of procedure will provide uniformity to all six Districts. The major result of this program will be to keep engineering costs down.
- d. Acceptance and support of the foregoing will help to simplify the administration and monitoring of the Safer Off-System Road Program, thus making the program as simple and responsive to local needs as possible.
- e. Utah's "Guidelines and Procedures" were submitted to the Washington D.C. office of the Federal Highway Administration through the Utah Division. They were considered to be a good example of how a State might provide written guidance to its counties and cities for participating in the program.

2. Revision of B and C and Collector Road Rules and Regulations

- a. In cooperation with the Joint County and City Highway Committee the B and C rules and regulations have been revised and distributed to all Counties, Cities and Towns.

The new rules and regulations provides for a reduction in paper work, namely the elimination of the application form and the proposed program for expenditure of funds. Other key forms have been retained.

- b. The revision of the Collector Road rules, regulations and procedures will be a carry-over goal for Fiscal Year 1978. These new rules, regulations and procedures will also reflect much reduction in paper work.

3. The Local Government Projects Engineer as statewide Project Engineer on local Federal-aid projects.

A progress reporting system was instigated for the preliminary engineering and design phase on each Federal-aid project. This requires each project design engineer to report his progress monthly. This information provides input to the monthly Project Funding Schedule Review Meeting.

- (1) Evaluation of the State Highway Agency
- (2) Implementation of Special Programs
- (3) Location

FHWA has concluded that the UDOT is operating in substantial conformity with the Secondary Road Plan.

A special subcommittee of the Joint County and City Highway Committee is reviewing the Federal-aid Secondary distribution formula for Counties inasmuch as the Secondary program is now a rural program. Their recommendation will be reported at the next Joint Committee meeting, thence to the UDOT Commission for adoption.

The Joint Highway Committee has made recommendation for a major policy change in the FAS debit/credit system. This would allow a county and/or Counties to go in debit for a maximum of ten years, providing funds are available. Such requests to be subject to Joint Committee and UDOT Commission approval. Larger projects could be constructed under this new policy.

The Federal-aid Off-System Road program was initiated, and is being administered by the Local Government Project Engineer. 78 projects were approved ranging from \$5,000 to \$300,000. 30 projects were constructed by contract and 29 projects were cancelled due to lack of funds.

Major Objectives for Fiscal Year 1978

1. Administer and monitor the new Safer Off-System Road Program.
2. Complete the revision of the Collector Road rules, regulations, and procedures.
3. Continue cooperative efforts to reduce red tape and paper work by:
 - a. Reducing engineering costs.
 - b. Simplifying documentation procedures.
 - c. Minimizing testing requirements on small projects.
 - d. Strengthening the role of the Districts in review of plans, and administration of contract and force account construction.
4. Update the UDOT Secondary Road Plan Agreement.

STATUS OF COUNTY FEDERAL AID SECONDARY FUNDS INCLUDING PROGRAMMING OF 1979* FISCAL YEAR F.A.S. FUNDS

August 10, 1977

Co. No.	County	Allocations Through FY 1978	Percent Of Total Allocation*	FAS Funds Available FY 1979*	Allocation Through * FY 1979	Approved FAS Program	Balance	
							Credit	Debit
1	Beaver	337,803	2.18	42,510	380,313	265,000	115,313	147,031
2	Box Elder	819,757	4.85	94,575	914,332	1,061,363		333,682
3	Cache	621,187	3.43	66,885	688,072	1,021,754		28,450
4	Carbon	321,212	1.56	30,420	351,632	380,082		
5	Daggett	60,904	0.37	7,215	68,119	60,000	8,119	
6	Davis	741,328	5.15	100,425	841,753	947,448		105,695
7	Duchesne	498,154	2.38	46,410	544,564	1,006,324		461,760
8	Emery	457,727	2.46	47,970	505,694	538,037		32,343
9	Garfield	362,287	2.28	44,460	406,747	674,925		268,178
10	Grand	353,716	2.12	41,340	395,056	410,147		15,091
11	Iron	470,517	2.60	50,700	521,217	375,107	146,110	
12	Juab	439,573	2.78	54,210	493,783	475,329	18,454	
13	Kane	257,006	1.62	31,590	288,596	268,132	20,464	
14	Millard	963,769	5.06	98,670	1,062,439	806,796	255,643	28,583
15	Morgan	89,618	0.43	8,385	98,003	126,586		
16	Piute	94,393	0.61	11,895	106,288	86,813	19,475	97,129
17	Rich	172,605	0.75	14,625	187,230	284,359		
18	Salt Lake	4,581,923	22.77	444,015	5,025,938	4,111,986	913,952	141,707
19	San Juan	935,938	5.07	98,865	1,034,803	1,176,510		117,154
20	Sanpete	372,074	2.00	39,000	411,074	528,228		
21	Sevier	400,210	2.01	39,195	439,405	525,173		85,768
22	Summit	152,115	0.97	18,915	171,030	345,000		173,970
23	Tooele	645,400	4.13	80,535	725,935	615,861	110,074	7,653
24	Uintah	610,212	2.89	56,355	666,567	674,220		
25	Utah	1,565,344	8.54	166,530	1,731,874	811,549	920,325	
26	Wasatch	277,227	0.79	15,405	292,632	228,269	64,363	
27	Washington	365,798	2.23	43,485	409,283	356,718	52,565	
28	Wayne	246,598	1.36	26,520	273,118	224,738	48,380	
29	Weber	1,387,376	6.61	128,895	1,516,271	1,422,337	93,934	
		18,601,768	100.00	1,950,00	20,551,768	19,808,791	2,787,171	2,044,194

* FY 1978 Allocation used as estimate for FY 1979 Unprogrammed balance = \$742,977

Wasatch Front and Mountainlands

Urban System Projects

Balance of Federal Apportionment June 30, 1977

<u>Wasatch Front</u>		
	<u>Attributable</u>	<u>Non-Attributable</u>
Apportionment to 6/30/77	\$9,765,283	\$5,276,911
Obligations to 6/30/77	<u>3,513,135</u>	<u>5,160,606</u>
Balance of Funds Available	\$6,252,148	\$ 116,305

<u>Mountainlands</u>	
Apportionment to 6/30/77	\$2,489,462
Obligations to 6/30/77	<u>1,479,794</u>
Balance of Funds Available	\$1,009,668

STATUS OF COLLECTOR ROAD FUNDS FOR COUNTIES
From July 1, 1970 to June 30, 1977

	Total Allocation (7 years)	Programmed	% Programmed	Ranking
Beaver	268,173.70	208,004.26	78	24
Box Elder	978,622.88	892,410.43	91	18
Cache	714,546.00	647,362.36	90	19
Carbon	593,713.63	593,713.63	100	1
Daggett	174,760.12	174,760.12	100	2
Davis	762,579.07	509,418.91	67	27
Duchesne	815,181.38	815,181.38	100	3
Emery	612,750.53	549,033.02	90	20
Garfield	818,105.44	818,105.44	100	4
Grand	395,372.66	320,686.22	81	23
Iron	677,362.05	677,362.05	100	5
Juab	1,187,890.12	1,187,890.12	100	6
Kane	412,983.01	297,531.65	72	26
Millard	899,858.34	899,858.34	100	7
Morgan	296,319.39	296,319.39	100	8
Piute	66,476.50	66,476.50	100	9
Rich	325,113.53	325,113.53	100	10
Salt Lake	4,849,850.05	4,849,850.05	100	11
San Juan	1,291,594.22	1,005,417.09	78	25
Sanpete	716,721.68	584,863.98	82	22
Sevier	249,518.83	249,518.83	100	12
Summit	602,072.44	602,072.44	100	13
Tooele	1,268,992.13	1,067,578.69	84	21
Uintah	555,824.72	555,824.72	100	14
Utah	713,400.46	713,400.46	100	15
Washatch	273,465.42	184,514.41	67	28
Washington	641,059.02	641,059.02	100	16
Wayne	354,496.01	180,923.81	51	29
Weber	731,029.70	731,029.70	100	17

STATUS OF COLLECTOR ROAD FUNDS FOR CITIES
From July 1, 1970 to June 30, 1977

	Total Allocation (7 years)	Programmed	% Programmed	Ranking
American Fork	161,927.16	161,927.16	100	1
Bountiful	497,955.78	497,955.78	100	2
Brigham	299,056.56	299,056.56	100	3
Cedar	185,245.81	185,245.81	100	4
Centerville	75,421.14	47,601.52	63	39
Clearfield	222,813.44	173,110.90	78	32
Farmington	37,707.37	27,940.30	74	33
Grantsville	69,973.79	69,973.79	100	5
Heber	60,379.02	60,379.02	100	6
Kaysville	116,791.02	57,191.59	49	43
Layton	321,256.48	236,581.59	74	34
Lehi	95,226.96	92,496.68	97	24
Logan	408,145.66	329,564.08	81	31
Midvale	158,524.90	158,524.90	100	7
Moab	122,314.01	122,314.01	100	8
Murray	483,112.67	483,112.67	100	9
Nephi	74,864.16	46,127.46	62	40
North Ogden	148,034.83	148,034.83	100	10
Ogden	1,520,800.63	1,520,800.63	100	11
Orem	564,281.00	564,281.00	100	12
Payson	105,183.79	61,287.85	58	41
Pleasant Grove	110,214.70	90,849.21	82	28
Price	114,807.03	114,807.03	100	13
Provo	1,113,048.88	1,113,048.88	100	14
Richfield	98,400.84	95,110.12	97	25
Riverdale	57,977.26	57,977.26	100	15
Riverton	61,081.60	56,300.00	92	27
Roy	258,931.70	258,931.70	100	16
St. George	141,521.83	141,521.83	100	17
Salt Lake	4,231,917.03	4,231,917.03	100	18
Sandy	121,455.15	121,455.15	100	19
Smithfield	63,468.86	41,962.27	66	37
South Jordan	41,336.91	20,760.82	50	42
South Ogden	176,306.29	176,306.29	100	20
South Salt Lake	176,933.26	119,379.45	67	36
Spanish Fork	122,445.88	122,445.88	100	21
Springville	184,943.39	184,943.39	100	22
Sunset	108,513.71	108,513.71	100	23
Tooele	221,272.77	182,274.18	82	29
Tremonton	42,227.20	34,521.13	82	30
Vernal	74,469.18	29,088.05	39	44
Washington Terrace	124,869.17	120,018.53	96	26
West Jordan	111,396.86	78,578.84	71	35
Woods Cross	50,990.92	33,538.02	66	38

SUMMARY

City Totals	13,537,546.60	12,877,756.90	95
County Totals	22,247,833.03	20,645,280.55	93
Grand Totals	35,785,379.63	33,523,037.45	94

UTAH DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING AND PROGRAMMING

STATE COLLECTOR ROAD FUND

\$5,952,526.33 REVENUE JULY 1, 1977

178,575.79 LESS 3 PERCENT FOR ADMINISTRATION

\$5,773,950.54 NET FOR DISTRIBUTION

COUNTY OR CITY	COLLECTOR MILEAGE	POPULA- TION	NEEDS (\$1000)	LAND AREA SQ. MILES	TOTAL ALLOCATION
BEAVER COUNTY	31.3	3,800	1,998	2,552.06	\$46,415.07
BOX ELDER COUNTY	103.2	11,328	8,735	5,602.77	\$151,009.76
BRIGHAM CITY	11.0	14,007	2,342	11.91	\$56,946.20
TREMONTON CITY	1.9	2,794	120	1.92	\$8,019.99
CACHE COUNTY	68.8	16,656	7,201	1,162.81	\$118,205.79
LOGAN CITY	15.4	22,333	1,377	6.14	\$68,055.49
SMITHFIELD CITY	2.5	3,342	333	2.98	\$11,418.37
CARBON COUNTY	75.3	9,429	8,165	1,486.59	\$112,012.49
PRICE CITY	3.6	6,218	386	2.11	\$18,970.07
DAGGETT COUNTY	42.3	666	5,395	730.19	\$58,596.13
DAVIS COUNTY	34.2	22,878	6,715	232.70	\$122,275.74
HOLMTIFUL CITY	13.3	27,853	1,596	6.84	\$83,704.80
CENTERVILLE CIT	4.4	3,268	1,223	4.27	\$19,798.24
CLEARFIELD CITY	5.1	13,316	316	6.15	\$35,742.23
FARMINGTON CITY	1.9	2,526	216	2.02	\$8,285.77
KAYSVILLE CITY	4.6	6,192	813	2.69	\$23,019.50
LAYTON CITY	12.1	13,603	1,478	10.39	\$47,642.13
SUNSET CITY	3.0	6,268	209	1.49	\$17,393.51
WOODS CROSS CIT	2.5	3,124	264	2.45	\$10,210.87
DUCHE SNE COUNTY	90.3	7,299	7,096	3,240.52	\$108,613.69
EMERY COUNTY	62.0	5,137	7,586	4,373.17	\$116,161.04
GARFIELD COUNTY	86.5	3,157	7,477	5,219.91	\$116,194.08
GRAND COUNTY	16.1	1,895	2,489	3,690.22	\$54,441.86
MOAB CITY	3.6	4,793	1,254	2.85	\$23,826.82
IRON COUNTY	123.2	3,231	6,550	3,280.50	\$93,868.92
CEDAR CITY	6.0	8,946	1,214	4.51	\$33,640.93
JUAB COUNTY	224.7	1,875	14,891	3,456.79	\$171,930.68
NEPHI CITY	3.3	2,699	796	2.00	\$14,283.42
KANE COUNTY	57.2	2,421	3,644	4,099.78	\$69,701.90
MILLARD COUNTY	128.3	6,988	7,437	6,645.74	\$135,204.28
MORGAN COUNTY	26.5	3,983	3,294	614.47	\$45,731.67
PIUTE COUNTY	8.6	1,164	477	770.97	\$12,844.73
RICH COUNTY	50.8	1,615	3,672	1,000.17	\$46,260.03
SALT LAKE COUNTY	112.3	229,445	27,275	636.57	\$829,361.92
MIDVALE CITY	6.5	7,840	289	2.56	\$22,025.70
MURRAY CITY	15.8	21,206	1,734	8.46	\$68,737.91
RIVERTON CITY	4.9	2,820	614	8.04	\$12,873.67
SALT LAKE CITY	104.9	175,885	20,976	70.26	\$633,484.97
SANDY CITY	6.5	6,438	678	8.64	\$22,367.42
SO. JORDAN CITY	2.8	2,942	84	13.91	\$8,121.12
SO. SALT LAKE	5.6	7,810	292	2.81	\$21,982.69
WEST JORDAN CIT	6.9	4,221	794	8.48	\$18,042.94
SAN JUAN COUNTY	145.4	9,600	17,072	7,901.29	\$243,016.02
SANPETE COUNTY	80.2	10,976	5,154	1,593.21	\$87,620.90
SEVIER COUNTY	19.4	5,632	1,410	1,953.98	\$41,064.82

UTAH DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING AND PROGRAMMING

STATE COLLECTOR ROAD FUND
\$5,552,526.33 REVENUE JULY 1, 1977
178,575.79 LESS 3 PERCENT FOR ADMINISTRATION

\$5,773,950.54 NET FOR DISTRIBUTION

COUNTY OR CITY	COLLECTOR MILEAGE	POPULA- TION	NEEDS (\$1000)	LAND AREA SQ. MILES	TOTAL ALLOCATION
RICHFIELD CITY	2.6	4,471	773	2.28	\$18,410.85
SUMMIT COUNTY	69.5	5,879	6,853	1,863.15	\$93,337.62
TOOELE COUNTY	178.6	6,075	12,782	6,867.32	\$185,880.66
GRANTSVILLE CITY	3.8	2,531	542	15.67	\$16,351.32
TOOELE CITY	7.7	12,539	514	9.30	\$35,759.09
UINTAH COUNTY	53.3	8,776	4,025	4,529.97	\$91,907.58
VERNAL CITY	3.0	3,508	328	1.63	\$12,749.15
UTAH COUNTY	49.3	20,642	4,638	1,936.46	\$108,779.01
AMER. FORK CITY	5.6	7,713	553	3.25	\$28,099.64
LEHI CITY	3.4	4,659	377	2.80	\$15,070.36
CREM CITY	21.2	25,729	3,364	15.48	\$95,544.81
PAYSON CITY	5.2	4,501	653	2.75	\$17,334.65
PLEASANT GROVE	4.3	5,327	642	3.70	\$19,261.69
PROVO CITY	30.3	53,131	6,210	18.38	\$190,127.45
SPAN. FORK CITY	2.4	7,284	177	2.07	\$19,582.20
SPRINGVILLE CITY	7.2	8,790	1,037	3.38	\$31,549.50
WASATCH COUNTY	32.6	2,618	3,642	1,157.72	\$49,536.71
HEBER CITY	1.2	3,245	341	1.56	\$11,247.36
WASHINGTON COUNTY	68.4	6,572	7,262	2,416.54	\$102,847.97
ST. GEORGE CITY	7.1	7,097	531	17.10	\$22,630.62
WAYNE COUNTY	26.8	1,483	3,349	2,487.51	\$53,261.37
WEBER COUNTY	60.5	16,251	7,027	508.04	\$110,949.21
NO. OGDEN CITY	9.2	5,257	2,186	4.28	\$33,530.92
OGDEN CITY	35.7	69,478	7,037	24.82	\$238,216.90
RIVERDALE CITY	1.1	3,704	361	4.49	\$12,585.96
ROY CITY	7.3	14,356	513	4.60	\$44,019.27
SO. OGDEN CITY	3.0	9,551	236	2.28	\$26,790.60
WASH. TER. CITY	3.0	7,241	106	1.35	\$18,789.47

2,538.0 270,390 \$5,773,950.54
1,059,273 82,346.00

Counties \$3,577,289
Cities 2,196,662
Total \$5,773,951

UTAH DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING DIVISION
PLANNING STATISTICS SECTION

CLASS B AND CLASS C ROAD FUNDS
COMPILED BY FISCAL UNIT
\$5,861,919.21 ALLOCATED APRIL 1, 1977

COUNTIES, CITIES, AND TOWNS	POPULA- TION	ROAD MILEAGE	SQ. MILE LAND AREA	TOTAL ALLOCATION
BEAVER	595	894.4	2,549.56	115,337.85
BEAVER	1,453	20.0	1.09	5,766.24
MILFORD	1,304	13.2	0.99	4,666.84
MINERSVILLE	448	7.1	0.42	1,878.23
SUB TOTAL	3,800	934.7	2,552.06	127,649.31
BOX ELDER	4,704	1,373.0	5,466.59	197,549.02
BEAR RIVER	445	8.1	1.84	1,988.01
BRIGHAM CITY	14,007	66.1	11.91	42,036.97
CORINNE	471	10.9	4.39	2,270.52
DEWEYVILLE	248	1.2	6.58	792.82
ELWOOD	294	17.2	3.19	2,595.36
FIELDING	254	5.0	0.43	1,170.62
GARLAND	1,187	6.2	0.68	2,624.22
HONEYVILLE	640	16.0	11.30	3,386.32
HOWELL	146	34.2	25.00	4,272.36
MANTUA	413	10.2	3.25	2,153.79
PERRY	909	12.8	5.88	3,675.18
PLYMOUTH	203	4.2	0.52	958.65
PORTAGE	144	8.6	2.27	1,295.02
SNOWVILLE	174	5.1	1.50	989.71
TREMONTON	2,794	14.7	1.94	8,544.59
WILLARD	1,045	8.9	4.43	3,586.22
YOST	51	28.7	54.90	2,588.90
SUB TOTAL	28,129	1,631.2	5,616.60	284,580.30
CACHE	2,573	484.6	1,102.82	66,112.44
AMALGA	207	9.6	4.08	1,571.78
CLARKSTON	420	8.0	0.84	1,907.94
CORNISH	172	5.5	4.35	1,050.22
HYDE PARK	1,025	9.5	0.90	3,575.48
HYRUM	2,340	26.7	3.46	8,708.91
LEWISTON	1,244	41.5	22.40	7,705.24
LOGAN	22,333	76.9	6.44	63,889.59
MENDON	345	6.4	0.66	1,548.68
MILLVILLE	441	7.7	0.95	1,928.91
NEWTON	444	8.6	0.75	2,031.27
NIRLEY	367	5.4	0.76	1,497.17
NORTH LOGAN	1,405	14.1	4.01	5,026.15
PARADISE	399	11.7	1.13	2,253.63
PROVIDENCE	1,608	14.2	1.21	5,543.86
RICHMOND	1,000	17.6	2.99	4,394.15

UTAH DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING DIVISION
PLANNING STATISTICS SECTION

CLASS B AND CLASS C ROAD FUNDS
COMPILED BY FISCAL UNIT
\$5,861,919.21 ALLOCATED APRIL 1, 1977

COUNTIES, CITIES, AND TOWNS	POPULA- TION	ROAD MILEAGE	SQ. MILE LAND AREA	TOTAL ALLOCATION
RIVER HEIGHTS	1,008	5.2	0.38	3,069.37
SMITHFIELD	3,342	28.2	3.06	11,361.81
TRENTON	390	13.0	7.66	2,416.82
WELLSVILLE	1,267	18.6	2.08	5,160.29
SUB TOTAL	42,331	813.1	1,171.93	200,764.76
CARBON (FAST CARBON)	5,821	328.8	1,473.93	60,171.96
HELPER	1,964	14.6	1.22	6,461.85
HIAWATHA	166	5.3	8.44	1,040.60
PRICE	6,718	30.1	2.11	18,720.35
SCOTFIELD	71	2.9	0.56	491.12
SUNNYSIDE	485	4.4	1.77	1,691.21
WELLINGTON	922	6.7	0.67	3,017.73
SUB TOTAL	15,647	392.8	1,488.70	91,594.82
DAGGETT	400	132.8	729.24	20,397.78
MANILA	266	5.6	0.95	1,268.41
SUB TOTAL	666	138.4	730.19	21,666.19
DAVIS	12,222	123.4	199.50	45,060.72
BOUNTIFUL	27,853	86.5	6.96	78,666.79
CENTERVILLE	3,268	25.0	2.76	10,832.98
CLEARFIELD	12,316	29.9	6.15	36,402.56
CLINTON	1,768	17.4	5.44	6,303.43
EAST LAYTON	763	6.5	1.86	2,608.85
FARMINGTON	2,526	12.9	2.12	7,685.87
FRUIT HEIGHTS	800	7.5	1.43	2,804.94
KAYSVILLE	6,192	29.5	2.70	18,595.60
LAYTON	13,603	71.2	12.50	41,582.84
NORTH SALT LAKE	2,143	18.1	7.10	7,323.98
SOUTH WEBER	1,073	7.7	4.00	2,524.47
SUNSET	6,268	15.6	1.49	17,288.85
SYRACUSE	1,843	12.5	5.54	5,966.57
WEST BOUNTIFUL	1,246	9.1	1.82	4,089.65
WEST POINT	1,020	13.2	5.17	3,989.35
WOODS CROSS	3,124	13.2	2.45	9,209.50
SUB TOTAL	99,028	499.2	269.00	301,927.96
DUCHESNE	3,624	873.7	3,235.79	125,550.85
ALTAMONT	129	1.6	0.10	493.16
DUCHESNE	1,094	14.6	1.41	4,296.68
MYTON	322	8.3	1.00	1,697.13

UTAH DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING DIVISION
PLANNING STATISTICS SECTION

CLASS B AND CLASS C ROAD FUNDS
COMPILED BY FISCAL UNIT
\$5,861,919.21 ALLOCATED APRIL 1, 1977

COUNTIES, CITIES, AND TOWNS	POPULA- TION	ROAD MILEAGE	SQ. MILE LAND AREA	TOTAL ALLOCATION
ROOSEVELT	2,005	17.5	2.16	6,880.97
TABIONA	125	1.6	0.06	482.92
SUB TOTAL	7,299	917.3	3,240.52	139,401.71
EMERY	995	870.5	4,365.08	126,700.55
CASTLE DALE	541	8.6	0.96	2,274.32
CLEVELAND	244	4.3	0.60	1,072.02
ELMO	141	3.4	0.31	717.16
EMERY	216	9.1	0.80	1,517.35
FERRON	663	10.3	1.14	2,761.23
GREEN RIVER(PART)	969	11.2	2.02	3,625.91
HUNTINGTON	857	14.9	1.51	3,739.30
ORANGEVILLE	511	6.9	0.75	2,016.21
SUB TOTAL	5,137	939.2	4,373.17	144,424.15
GARFIELD	269	769.8	5,184.71	119,951.71
ANTIMONY	113	8.9	9.88	1,304.09
BOULDER	93	13.6	22.00	1,843.49
CANNONVILLE	113	2.1	0.11	506.89
ESCALANTE	638	12.6	1.33	2,946.53
HATCH	139	2.8	0.16	646.91
HENRIEVILLE	145	2.2	0.13	597.43
PANGUITCH	1,318	13.5	1.09	4,734.51
TROPIC	329	4.8	0.50	1,236.48
SUB TOTAL	3,157	830.3	5,219.91	133,868.04
GRAND	1,831	736.4	3,690.11	109,627.93
GREEN RIVER(PART)	64	0.3	0.22	192.05
MOAB	4,793	20.9	2.85	14,192.54
SUB TOTAL	6,688	757.6	3,693.18	124,013.52
IRON(ENOCH) BRIANHEAD	1,329	839.4	3,275.68	116,449.33
CEDAR CITY	8,946	47.5	4.51	27,392.78
KANARRAVILLE	204	4.9	0.44	1,035.47
PARAGONAH	275	7.1	0.42	1,447.56
PAROWAN	1,423	20.8	3.96	5,797.57
SUB TOTAL	12,177	919.7	3,285.01	152,122.71
JUAB	437	1,127.8	3,454.09	146,358.78
EUREKA	753	9.8	0.83	2,929.74
LEVAN	376	9.6	0.74	1,968.87
MONA	309	8.9	1.13	1,729.80

UTAH DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING DIVISION
PLANNING STATISTICS SECTION

CLASS B AND CLASS C ROAD FUNDS
COMPILED BY FISCAL UNIT
\$5,861,919.21 ALLOCATED APRIL 1, 1977

COUNTIES, CITIES, AND TOWNS	POPULA- TION	ROAD MILEAGE	SQ. MILE LAND AREA	TOTAL ALLOCATION
NEPHI	2,699	31.2	2.00	10,074.06
SUB TOTAL	4,574	1,187.3	3,458.79	163,061.34
KANE	379	537.9	4,096.87	87,666.84
ALTON	62	3.7	0.35	552.81
GLENDALE	200	2.2	0.19	734.81
KANAB	1,381	10.1	1.25	4,528.72
ORDERVILLE	399	3.2	1.12	1,344.00
SUB TOTAL	2,421	557.1	4,099.78	94,827.18
MILLARD	1,894	2,067.9	6,631.40	273,202.17
DELTA	1,610	19.2	1.31	6,073.18
FILLMORE	1,411	23.1	4.13	6,015.00
HINCKLEY	400	14.1	3.28	2,528.24
HOLDEN	351	6.9	0.58	1,616.56
KANOSH	319	8.3	0.47	1,685.89
LEAMINGTON	112	1.7	1.53	471.71
LYNNDYL	111	6.0	1.25	927.36
MEADOW	238	4.3	0.40	1,055.66
OAK CITY	278	5.3	0.46	1,262.70
SCIPIO	264	11.9	0.93	1,937.42
SUB TOTAL	6,988	2,168.7	6,645.74	296,775.90
MORGAN	2,397	91.7	611.63	20,135.64
MORGAN	1,586	11.8	2.84	5,232.45
SUB TOTAL	3,983	103.5	614.47	25,368.09
PIUTE	183	195.1	723.19	26,480.85
CIRCLEVILLE	442	20.2	14.81	3,370.14
JUNCTION	135	11.8	12.72	1,689.41
KINGSTON	114	7.6	5.31	1,134.94
MARYSVALE	289	20.9	14.94	3,062.47
SUB TOTAL	1,164	255.6	770.97	35,737.81
RICH	494	290.0	997.20	39,360.83
GARDEN CITY	134	1.9	0.43	540.06
LAKETOWN	208	3.8	0.45	927.80
PICKLEVILLE	106	1.1	0.91	388.16
RANDOLPH	500	6.2	0.76	1,913.98
WOODRUFF	173	2.4	0.42	690.62
SUB TOTAL	1,615	305.4	1,000.17	43,821.45

UTAH DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING DIVISION
PLANNING STATISTICS SECTION

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COMPILED BY FISCAL UNIT
\$5,861,919.21 ALLOCATED APRIL 1, 1977

COUNTIES, CITIES, AND TOWNS	POPULA- TION	ROAD MILEAGE	SQ. MILE LAND AREA	TOTAL ALLOCATION
SALT LAKE (ALTA)	229,445	949.5	633.18	677,487.56
MIDVALE	7,840	24.8	2.59	22,195.87
MURRAY	21,206	69.6	8.49	60,316.52
RIVERTON	2,820	23.5	8.04	9,594.42
SALT LAKE CITY	175,885	487.5	70.38	490,665.87
SANDY	6,438	90.4	11.66	25,788.68
SOUTH JORDAN	2,942	29.3	13.91	10,560.65
SOUTH SALT LAKE	7,810	30.9	2.86	22,775.79
WEST JORDAN	4,221	43.9	8.62	15,270.33
SUB TOTAL	458,607	1,749.4	759.73	1,234,655.65
SAN JUAN	5,925	2,005.9	7,899.81	285,635.35
BLANDING	2,250	14.8	0.88	7,192.04
MONTICELLO	1,431	9.3	0.60	4,562.99
SUB TOTAL	9,606	2,030.0	7,901.29	297,391.38
SANPETE	932	562.2	1,573.70	73,682.67
CENTERFIELD	419	11.5	1.82	2,286.96
EPHRAIM	2,127	19.0	2.25	7,345.93
FAIRVIEW	696	12.0	1.20	3,025.84
FAYETTE	93	4.5	0.39	715.90
FOUNTAIN GREEN	467	14.1	1.25	2,680.64
GUNNISON	1,073	17.7	4.75	4,599.88
MANTI	1,803	24.9	1.93	7,168.15
MAYFIELD	267	5.9	0.65	1,300.87
MORONI	894	11.9	1.04	3,507.07
MT PLEASANT	1,516	28.1	2.27	6,798.28
SPRING CITY	456	16.0	1.38	2,857.40
STERLING	144	1.7	0.18	541.79
WALES	89	4.9	0.40	748.81
SUB TOTAL	10,976	734.4	1,593.21	117,260.28
SEVIER	971	612.4	1,941.83	81,772.11
ANNABFLLA	221	5.7	0.53	1,164.06
AURORA	493	7.8	0.81	2,068.12
ELSINORE	357	8.7	1.25	1,828.88
GLENWOOD	212	7.1	0.52	1,291.38
JOSEPH	125	5.4	1.16	897.38
KOOSHAREM	141	5.3	0.52	921.97
MONROE	918	22.3	4.00	4,700.78
REDMOND	409	7.2	0.68	1,793.81
RICHFIELD	4,471	36.4	2.65	15,047.85

UTAH DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING DIVISION
PLANNING STATISTICS SECTION

CLASS B AND CLASS C ROAD FUNDS
COMPILED BY FISCAL UNIT
\$5,861,919.21 ALLOCATED APRIL 1, 1977

COUNTIES, CITIES, AND TOWNS	POPULA- TION	ROAD MILEAGE	SQ. MILE LAND AREA	TOTAL ALLOCATION
SALINA	1,494	14.2	1.74	5,252.33
SIGURD	291	3.8	0.57	1,135.36
SUB TOTAL	10,103	736.3	1,956.26	117,874.03
SUMMIT	2,037	220.4	1,848.26	41,814.03
COALVILLE	864	8.8	3.30	3,116.73
FRANCIS	268	3.4	0.98	1,038.19
HENEFER	446	5.8	0.83	1,737.21
KAMAS	806	7.5	1.46	2,820.09
OAKLFY	265	5.4	2.08	1,252.57
PARK CITY (PART)	1,193	19.3	6.24	5,080.53
SUB TOTAL	5,879	270.6	1,863.15	56,859.35
TOOELE (VERNON)	4,208	1,178.5	6,848.05	185,335.18
GRANTSVILLE	2,931	35.2	15.67	11,177.13
ONAQUI	541	19.4	18.00	3,551.30
OPHIR	76	2.5	0.12	457.63
STOCKTON	469	5.3	0.94	1,741.76
TOOELE	12,539	58.4	9.00	37,538.61
WENDOVER	781	3.7	0.21	2,342.30
SUB TOTAL	21,545	1,303.0	6,891.99	242,143.91
UINTAH (BALLARD)	8,776	957.1	4,528.37	156,506.43
VERNAL	3,908	28.3	3.23	12,783.21
SUB TOTAL	12,684	985.4	4,531.60	169,289.64
UTAH	12,583	748.1	1,895.21	124,877.92
ALPINE	1,047	12.2	4.08	3,941.82
AMERICAN FORK	7,713	39.1	3.43	23,415.74
CEDAR FORT	188	5.4	1.60	1,057.40
GENOLA	424	29.0	18.75	4,292.53
GOSHEN	459	5.9	0.72	1,779.50
LEHI	4,659	29.3	2.98	14,758.61
LINDON	1,644	15.9	3.35	5,819.24
MAPLETON	1,980	22.4	10.29	7,400.91
DREM	25,729	108.5	15.48	75,792.28
PAYSON	4,501	38.1	2.75	15,305.18
PLEASANT GROVE	5,327	33.3	3.73	16,855.48
PROVO	53,131	157.0	18.38	149,240.81
SALEM	1,081	12.7	0.93	4,057.57
SANTAQUIN	1,236	14.5	1.00	4,636.68
SPANISH FORK	7,284	30.6	2.18	21,428.96

UTAH DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING DIVISION
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CLASS B AND CLASS C ROAD FUNDS
COMPILED BY FISCAL UNIT
\$5,861,919.21 ALLOCATED APRIL 1, 1977

COUNTIES, CITIES, AND TOWNS	POPULA- TION	ROAD MILEAGE	SQ. MILE LAND AREA	TOTAL ALLOCATION
SPRINGVILLE	8,790	39.9	3.43	26,183.36
SUB TOTAL	137,776	1,341.9	1,988.29	500,843.99
WASATCH	1,394	172.8	1,151.95	30,162.49
CHARLESTON	196	5.2	1.86	1,057.76
HEBER	2,245	22.8	1.56	10,521.75
MIDWAY	804	10.5	2.84	3,145.96
PARK CITY (PART)	0	0.1	0.13	11.63
SOLDIER SUMMIT	13	1.4	0.43	185.24
WALLSBURG	211	3.8	0.51	935.70
SUB TOTAL	5,863	216.6	1,159.28	46,030.53
WASHINGTON	1,514	573.9	2,383.31	82,147.30
ENTERPRISE	844	11.2	1.13	2,308.29
HILDALE	480	4.7	1.10	1,706.08
HURRICANE	1,408	16.0	2.97	5,239.53
IVINS	137	11.7	2.95	1,614.15
LAVERKIN	463	9.4	3.00	2,180.21
LEEDS	151	4.8	0.91	896.14
NEW HARMONY	78	1.6	0.14	366.45
SANTA CLARA	271	7.5	1.38	1,487.23
SPRINGDALE	172	2.7	4.00	745.71
ST GEORGE	7,097	72.9	19.09	25,610.03
TOQUERVILLE	185	6.1	8.75	1,175.73
VIRGIN	119	2.8	0.81	601.73
WASHINGTON	750	17.2	4.10	3,737.39
SUB TOTAL	13,669	742.5	2,433.64	130,815.97
WAYNE	811	526.5	2,485.83	76,054.34
BICKNELL	264	6.2	0.44	1,324.00
LOA	324	9.1	0.89	1,786.94
TORREY	84	3.3	0.35	564.79
SUB TOTAL	1,483	545.1	2,487.51	79,730.07
WEBER	11,124	239.5	493.99	56,846.27
HARRISVILLE	603	5.1	2.90	2,068.00
HUNTSVILLE	553	8.5	0.72	2,291.80
NORTH OGDEN	5,257	32.9	4.41	16,643.20
OGDEN	69,478	201.3	25.46	194,739.86
PLAIN CITY	1,543	15.9	1.77	5,556.48
PLEASANT VIEW	2,028	17.7	7.65	6,998.72
RIVERDALE	3,704	15.6	4.49	10,925.18